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RICHARD J. CARUANA

■ Kit Reviews ■ New Releases
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April 2006/£3.55/Issue 9

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BEAUTY IN 1:48

BUTCHER BIRD II

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from the box



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How to paint
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A Fine Vintage

Vintage Fighter's 1:24 Curtiss P-40

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DECALS

18 new sheets reviewed

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12 of the latest releases assessed

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Jeroen Veen shows you how to paint and weather an aftermarket WWII era cockpit



Colour Profiles

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



1:48

No Need to Carp!

Mirage's excellent new 1:48 PZL P.23 is here, almost!

We have waited a while for Mirage to produce their PZL P.23 Karas (Crucian Carp) series, well it is now a reality and along with the standard A & B versions there is a very special boxing produced for the Warsaw Model Center. This kit is a limited edition and has extra resin crew figures and bomb-load. The model itself is a real stunner, with just so much detail that your only problem will be that if you use the beautiful new resin crew figures, you can't have all the etched access panels and cowls off to show all the exquisite detail! Hopefully stocks of the standard kit will make their way into the UK shortly, so keep a look out at the Creative Models advert for details. Those wanting the WMC version should visit them at www.wmc.com.pl.

Legato Lovelies

Legato are better known for resin kits, but they also produce limited-run injected ones. Two of the most recent in this range are different production batches of the Hansa-Brandenburg B.I. The first (#LPK7209) is the Serie 77 version and the other (#LPK7211) is the Serie 76/176/276. Both share common plastic parts, although the former is a single-seat and the latter two-seat. Photo-etched detail parts are included with a lovely little resin engine as well. Keep checking our news pages for announcement of their arrival in the UK.



Classic Convairst

Latest to join the AirlinerTech series of books from American publishers Specialty Press is one on the Convairst twin piston and turbo-prop airliners. Those familiar with the series will know what they are getting, but basically it offers a detailed narrative of the type mixed with a mass of period

detail images and diagrams from the flight manuals etc. Although most airliner kits are of small scale, this type of title is very handy to get a feel for the subject. Check out Ian Allan's online store for more details if you are in the UK, or visit www.specialtypress.com if you are outside the UK.



1:72

Fax Back

At long last Revell have got around to reissuing the Matchbox Halifax in their range. It has been a while since it was last out and this time around it is moulded all in one colour, not green, tan and black if memory serves me right from when Matchbox did it! The kit itself is not changed, there is a little flash, but nothing to worry about. You still get B Mk I, B Mk II Series I and GR Mk II Series Ia options, with decals for Nos.76, 138 and 58 squadrons respectively. At just £12.99 it is lot cheaper than an original Matchbox version and although not up to today's standards, it is still the best 'Fax' around, so invest in one and enjoy building it!



OSPREY GUIDES

Latest in the Osprey Modelling guide series are two titles by Brett Green, one on the P-40 and the other on the F4U Corsair. Each is in the standard 84-page, A5 format and they retail for £12.99. Nicely detailed, with builds in 1:32, 1:48 and 1:72, the titles are very useful to anyone with an interest in the chosen subjects and there is a good TP-40N conversion in the P-40 title and some nice cross-kitting for the High Planes F4Us in the other.

For more details on the entire Osprey range visit www.ospreypublishing.com.



Frisky!

Artool make a range of products for the art industry and many of them have applications in our hobby. One of them is their 'Matte Frisket Film', a low-tack frisk masking material that is soft-peel and won't damage the surface it is removed from. It cuts cleanly and not only can it be used on plastic, but paper, glass, canvas, wood and metal. It is ideal for masking large areas, as well as making up insignia and roundel masks. It comes in 10, 14 and 24in widths on 4yd rolls (the 24in is also available on a 10yd roll), so one of them will keep you happy for a long time. Contact Cammett for price and availability



FANTASY PRINTSHOP MOVES

Just a bit of info to tell everyone that Fantasy Printshop have moved back to the UK as of the 21st March. Their new address is Grampound Industrial Estate, Grampound Road, Truro, Cornwall. TR2 4TB. Email: fantasyprintshop@btinternet.com or visit www.fantasyprintshop-decals.com.



Wrong box!

On page 62 of Issue 7 (February 2006) we inadvertently placed the Dragon Fw 190A-7 with slipper tanks (#5545) box top with the review of the new Fw 190A-8/A-8 R2 kit from Tamiya (#61095).

We have included the correct image above, so our apologies to all for any confusion this may have caused. See pages 46 to 53 of this edition for Steve Evan's excellent build of this kit.



1:72

Box Clever

Also known to be expert at repackaging, Airfix seem to be doing more and more 'kit pack' sets with paint and glue nowadays, plus special edition boxed sets. Some of the most recent of the former include the lovely little Northrop F-5A (#01043G) and Westland Gazelle (#01059G), plus the less-than-nice Me 262A (#01030G) and MiG-15 (#01017G). Also produced in the same format is the Hurricane Mk IIb and Ju 88A-4 (#03147G), Tornado GR.4/4A (#04041G) and the Meteor & V-1 (#03148G). The latter contains the newly tooled V-1, which is very nice and both of those with two items in them come with the old Dogfight Doubles 'A' stand.

Hasegawa March to June 2006 Releases

1:72	1:48
00800 Boeing/McD F/A-18E Super Hornet 'VFA-143 Pukin Dogs'	09677 Grumman F-14B Tomcat 'VF-103 Jolly Rogers Last Flight'
00802 Mikoyan MiG-29 Fulcrum 'New Strizhi'	09678 Curtiss P-40M Warhawk 'South Pacific Theatre'
00803 Heinkel He IIIH-6 'North Africa'	09679 Mitsubishi T-2 'Aggressor'
00804 Douglas A-1H Skyraider '83rd Special Operations Group'	09680 Canadair Sabre Mk 6 'Canadian Armed Forces'
00805 Kawasaki Ki-45 Kai Koh Toriyu (Nick) '13th Flight Regiment'	09681 Nakajima AGM-2-N Type 2 (Rule) 'Aleutian Islands'
00806 McD RF-4E Phantom II 'Tiger Meet 1984'	09682 Hawker Hurricane Mk I Trop 'Mediterranean Theatre'
E25 Junkers Ju 88A-4	09683 Grumman F-14D Tomcat 'VF-213 Blacklions Last Cruise'

Hasegawa have announced the kits they intend to release during the March to June period this year, and they are as follows.

09684 McD AV-8B Harrier II Plus 'Italian Navy'	JT91 Focke-Wulf Fw 190A-4
09685 McD RF-4E Phantom II 'IDF'	JT92 Bell P-400 Airacobra
09686 Aichi D3A1 Type 99 Model II 'Pearl Harbor'	PT40 Lockheed TF-104G Starfighter
09688 N.A. P-51D Mustang 'Yellow Nose'	1:32
09689 Vought A-7E Corsair II 'VA-192 Golden Dragons'	08163 Nakajima Ki-84 Otsu Hayate (Frank) '4th Fighter Regiment'
09692 Mitsubishi T-2 'CCV'	08164 V.S. Spitfire Mk IIb
09693 Boeing/McD F/A-18F Super Hornet 'VFA-2 Bounty Hunters'	08165 Fieseler Fi-156C Storch with white-metal Rommel figure
09694 Lockheed F-104S Starfighter 'ASA'	08166 Grumman F6F-3/5 Hellcat 'Minsi'
09696 McD RF-4E Phantom II 'AG51 Immelmann Special'	08167 Focke-Wulf Fw 190D-9 'Sachsenberg Schwann'

JUNKERS Ju 87G-2 'KANONENVOGEL'

With another example already under construction for a future feature article in this magazine my review here will act as an initial impression on building the kit from the box (almost) and is offered as a guide for all of you, like me, who could not wait to get this one built!

The kit comprises fourteen light grey and one clear sprue, a six-page set of instructions and a decal sheet for two aircraft. The model itself is moulded with recessed panel lines, and with good detail throughout. Mine was one of the first production run so came with an excellent white-metal figure of Hans-Ulrich Rudel and his dog. This feature will not be in the second production batch so I am not sure if any of the first will be in the consignment that reaches the UK?

Starting construction, the level of detail is reasonably good especially on the cockpit sidewalls, but I suspect the aftermarket boys will have a field day with this one! I kept detailing to a minimal, just adding brass seat belts from Eduard, and rudder pedals from the spares box. The instrument panel decals were used but not in the way intended. I painted the instrument face with RLM 66, then with a punch and die set punched out the individual dial faces, which were then fixed in place. Once the cockpit is built up it is all painted RLM 66 with details picked out in yellow and red, given a wash of Raw Umber oil paint and highlighted with a lighter shade of grey, plus a little bit of silver to show wear and tear. There are pilot figures included in the kit but I chose not to use them so the fuselage halves could be joined together without further delay.

Moving on I joined the engine cowls but did not fit the exhaust, as the ends would later be drilled out and

therefore I wanted to fit them at the end of construction. With the wings a word of warning, make sure you drill out the holes for the guns before you join them together! There are a few holes that are not drilled out as obviously there are different variants planned. At this stage you have to decide whether you want to do the G-1 or the G-2. The difference is simply the wing tips, as the G-2 has the longer version associated with the D-5 airframes from which they were converted; I choose the G-1. The wing mounted landing light was replaced with a reflective lens from Little-cars.com. The flaps are typical of Junkers and are quite delicate so I opted to leave these off until final assembly. One good thing about the outer wing panels is that they are separate from the centre section, so when they are attached to the main section it ensures they sit at the right angle. The tailplanes, undercarriage and the 37mm cannons are all straightforward to build. And while on about the cannons, I decided to replace the kit parts with a turned metal gun version from Armorscale of Poland [37mm Flak 43 L/60 #B35-029]. This range is imported into the UK by Lou Stener of Armour-models.

Hasegawa provide the canopy frames on the decal sheet, not only for the outside but also for the inside. This means that not only do you have to trim the decals to remove the carrier film but with those fitted to the outside you have to make sure that all the colours match up. Also, you will have to spray the decals matt before you apply them,

MODEL INFO

SPEC: Hasegawa 1:32 Junkers Ju 87G-2 **KIT NO.:** ST25 **MATERIALS:** IM **AVAILABLE FROM:** Amerang Ltd (UK importer) and all Hasegawa stockists worldwide. **PRICE GUIDE:** £34.99

or they will appear glossy when the rest of the model is matted down. I decided to do mine the old-fashioned way by masking the canopy, painting it RLM 66, then the fuselage colour. A set of paper masks is also provided on the last page of the instructions. The idea is that you paint the aircraft RLM 71, apply the cut mask and then spray it in RLM 70. Again this seems a good idea but how do you fix the paper masks on? I know of a couple of ways; photo spray mount, rolls of Blu-Tack, or, as I did, Tamiya masking tape. Alternatively lay the mask under a sheet of glass, lay Tamiya tape on the glass (overlapping) and then use a sharp knife to cut out following the lines, as this will give you pre-cut masks made of very user-friendly Tamiya tape!

Once vanished with Johnsons Klear I used Mr Mark softener and Mr Mark setter to fit the decals and they responded very well, as these Gunze Sanyo products are specially formulated to work with the thicker style of decals you often see from Hasegawa and Tamiya. The two options in the kit are both for Stab/Kommodore Oberstleutnant Hans-Urich Rudel. ■

YOU WILL NEED...

Before Starting:

- Cyanoacrylate • Masking Tape
- Blu-Tack • Scalpel, with IOA blade
- Micro-mesh Files • Mr Mark Setter & Softener (Gunze Sangyo) • Johnsons Klear

Dimensions:

Span - 11.50m, Length - 15.00m, Height - 3.84m

Dimensions - 1:32

Span - 359.4mm, Length - 468.8mm
Height - 120mm

Paints Used:

Xtracrylic acrylics:

XAI141	White [FS17875]
XAI202	RLM 65 Helblau
XAI203	RLM 66 Schwarzgrau
XAI204	RLM 70 Schwarzgrün
XAI205	RLM 71 Dunkelgrün
XAI213	RLM 04 Gelb
XAI217	RLM 23 Rot

Polly Scale acrylics:

F404106 Flat Finish
F505214 Night Black
F505014 Tyre Black (Scale Black)

Accessories Used:

Armorscale [Poland]:
Turned metal gun barrel #B35-029.
Available from www.armour-models.co.uk

Please note that the blisters seen on top of the wings on Garry's machine should really be underneath the wings and the kit instructions can lead to this mistake, so be careful!



The aerial mast has got a bit too 'tense' and as a result has assumed a rather steep angle. It should be at 90° to the canopy top



Luftwaffe colours can be a bit drab when using RLM 70/71, but with a ground-attack aircraft you at least get the striking yellow 'V' on the wing, plus with this particular option, the yellow theatre band around the fuselage and under the wing tips

ALSO RECOMMENDED...

References:

- *Junkers Ju 87 - Famous aircraft and how to model them*, Classic Aircraft No.5 (PSL)
- *Junkers Ju 87* by U. Elfrath (Schiffer ISBN: 0-88740-477-4)
- *Junkers Ju 87 Stuka* by M. Bily (MBI/Sagitta, 1992)
- *Junkers Ju 87 Stuka Vol.2* by F. Zoebel & J.M. Mathmann (Schiffer ISBN: 0-7643-0092-X)

- *Junkers Ju 87 Monografie Lotnicze No.19* (A.J-Press)
- *Junkers Ju 87 1936-1945* by H. Léonard & A. Jouineau, Aircraft & Pilots (Historie & Collections 2004)
- *Junkers Ju 87D/G*, Aero Detail No.11 (Art Box Co., Ltd 1994 ISBN: 4-499-22634-1)
- *Wings of the Luftwaffe* (Airlife, 1979)



FINAL VERDICT

This will be, I am sure, a winner for Hasegawa. I love the aggressive look of the G model with those big guns. At £34.99 the price is not too bad and I'm sure different versions of the Stuka will be released in the future (the D-series for certain and let's hope the B-2 and R-2 as well). Enjoy.

The exposed engine in the D.V breaks up the otherwise smooth lines of the type



Pre-painted photo-etched seat belts included in the kit make livening up the cockpit easy



BUILT & WRITTEN BY
NICK J. WIGMAN FROM THE UK

MODEL INFO

SPEC: Eduard 1:48 Albatros D.V 'Jasta 5'
KIT NO.: 1111 **MATERIAL:** IM, PE
AVAILABLE FROM: Hannants & LSA Models
and all Eduard stockists worldwide.
PRICE GUIDE: £19.99

ANOTHER JAUNT INTO

As with Eduard's previous Albatros D.V/D.Va kits (but with the exception of their initial releases around 10 years ago), all the parts are crisply moulded in tan-coloured plastic and free from flash. The moulds are very slightly misaligned in places, resulting in a raised seam but nothing that a few swipes with wet 'n' dry doesn't address. The trailing edges of the wings and small detail parts such as those in the cockpit are very finely rendered, while the subtle fabric effect is very well replicated. An etched fret contains a number of parts such as seat belts, machine gun barrel jackets, aileron and elevator control horns and an array of other small parts. Finally, four very attractive decal options are provided (including Hans Von Hippel's famous machine), and it's not easy choosing which one to do (Oh well, looks like a visit to the model shop to pick up three more!).

Conventionally construction begins in the cockpit area, and a good number of parts are present with some of these being etched such as the switch panel (replete with tiny switches) and seat belts. Most of this area has a 'wooden effect' (see below) with some parts like the hand pump being grey (I used RLM 02 throughout), and

Aluminium. All the parts fit well with very little trimming/sanding needed, although some of the etched parts really are tiny!

The engine is very nicely moulded, and along with the cockpit assembly, fits into the fuselage with little fuss.

The fit of the lower wing is good but not perfect so a little sanding was needed. The wing itself was not actually

glued to the fuselage at this stage as keeping it separate would make applying the wooden effect to the fuselage, and the camouflage to the wing(s) much easier.

The vertical tail and tailplane fitted very well, with a minimal touch of filler required to help blend things in nicely. I opted to displace the rudder to add some animation to the model.

The weak part of the kit is the fit of the cabane struts; they are fairly weak if just glued to the fuselage so these were modified by drilling out the ends of the struts and lengths of brass wire were inserted and superglued in.

Once the wings had been painted, varnished and decaled, and the fuselage had its colours, wood effect, varnish and decals applied, the necessary

YOU WILL NEED...

Before Starting:

- Cyanoacrylate • Plastic Weld
- Tamiya Masking Tape • Blu-Tack
- Scalpel, with IOA blade
- Micromesh polishing pads
- Micro Sol & Set
- Elastic thread (for rigging)
- Baking Flour (for the 'mud')

Paints Used:

Aiclad II:
Aluminium
Pale Gold

Polly S acrylic:

5014 RLM 66
5212 Flesh
5214 Black

5041 WWI French
Chestnut Brown
5075 RLM 02
5252 Dark Earth
5366 Earth Red
4106 Matt Varnish

Tamiya acrylic:
XF5 Flat Green

XF7 Red
X2 White
X3 Royal Blue
X16 Purple
X19 Smoke
X23 Light Blue
X28 Park Green
TS13 Spray Gloss
Varnish

Dimensions

Span - 29ft 8 1/4in (9.05m)
Length - 24ft 5/8in (7.33m)
Height - 8ft 10 1/4in (2.70m)
Dimensions - 1:48
Span - 188.5mm
Length - 152.7mm
Height - 56.25mm

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



The radiator built into the wing breaks up the camouflage on the upper wing



Jasta 5 machines are extremely colourful and this rather garish example will certainly catch most peoples' eye!



The machine gun barrel jackets need to be removed from the plastic parts, and replaced with the supplied etched replacements that are much more accurate



There is a lot of potential for 'wood effects' with this model, the fuselage and propeller being the main areas

THE JASTA!

holes were drilled for the impending rigging job. I used elastic thread (from Aeroclub) for the rigging throughout, and the threads were secured to the wing roots (via the supplied etched plates), undercarriage (thus completing this area for now), and into holes drilled into (but not through) the underside of the top wing. A series of dry fits found the four struts set in their places, and secured.

Before attaching the top wing, a few detail parts needed to be addressed and these were the partly etched radiator on the underside of the top wing, and machine guns. The barrel jackets need to be removed from the plastic gun parts, and replaced with the supplied etched jackets that are much more convincing.

The top wing was then carefully set in place (using superglue) and the rigging threads pulled to their correct places, secured, and the loose ends of

the threads trimmed off. The exhaust and water/steam pipes were then attached to the engine, and the wheels and tail skid, both with a generous amount of mud added (made from flour mixed with Dark Earth paint), were attached in place. The control horns were added to the elevators and short lengths of the elastic thread were used for the control wires.

The propeller was painted using a modified 'wood effect'. It was applied in stripes thus simulating the wooden laminations of the real thing, and then a few brush-applied applications of burnt umber (mixed with Turpentine) were applied to enhance its appearance. A coat of matt varnish sealed everything in, and a light rub with a fine-grade Micromesh pad was used to add a slight sheen to the wings (and to highlight the ribbing effect) and Viola! Another Albatros D.V. to add to the collection. ■



The Kabuki masks have been applied to the empennage (with the rudder removed, which makes this a tad trickier)



Kabuki masks are also provided for the radiator (both atop and below the wing)

BUILDER'S TIP

A NOTE ON THE KABUKI MASKS.

These are a nice and thoughtful addition by Eduard and although the masks are very accurately cut, they are quite difficult to place accurately and correctly due to their size. For the tail surfaces I found it easiest to cut them into left and right halves (for the tailplanes). The nose area however, was very difficult to mask using them (again due to their size and because of the complex curves of the fuselage). Here, after a good number of attempts (maybe it's just me?), I resorted to conventional

masking with Tamiya masking tape and freehand painting for the small panels.

NOTE.

The greens on the wings and empennage were mixed from Tamiya Flat Green and Park Green, and the mauve on the wings and purple on the fuselage were mixed from Tamiya Red, Royal Blue, Purple and White.

ALSO RECOMMENDED...

References:

■ Albatros Fighters, Windsock Datafile Special (Albatros Productions 1991 & 1998 ISBN: 0-948414-35-9)
■ Albatros D.V. by P. Gray, Profile No.9 (Profile Publications 1965)

■ Albatros D.V., Windsock Datafile No.31 (Albatros Productions, 1991)
■ Albatros Fighters in Action No.46 (Squadron/Signal Publications)
■ Richthofen by A.E. Ferko (Albatros Productions 1995 ISBN: 0-948414-80-4)



The cockpit interior is superbly detailed, and contains a number of etched parts.

FINAL VERDICT

While the moulded and etched parts aren't exactly new, this is a very high quality kit from Eduard. The mouldings are superb while the etched parts add further fine details. The decal options are excellent, and the decals all went on like a dream. The rigging is comparatively simple when compared to many other types so this kit would make an excellent entry into WWI models to those with some 'plastic experience.'



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Hurricane MkII shown is available in TEN different colour schemes.

Actual size of Hurricane model is 734mm in length, shown slightly larger to show detail.



Focke-Wulf 190D 'Dora' shown is available in FIVE different colour schemes.

FW190D is 141mm in length.



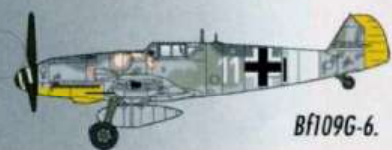
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A FINE VINTAGE

Never judge a cover by the book...

BUILT & WRITTEN BY JAY LAVERTY
FROM THE UNITED KINGDOM

In a lot of ways it was a good thing that this kit wasn't one of those I was 'anxiously waiting for' and thus I had no expectations when I opened the box. I have to admit to being a little intimidated by the prospect of doing a 1:24 scale kit for the first time, and some of the aspects of this model accentuated my feeling of unease. However, after thoroughly looking over the kit I felt there were a couple of points that let it down slightly, but in all it is a very worthwhile model.

The first thing that jumps out at you when you open the box is the drop tank. Looking more like something out of Flash Gordon than at home on a WWII airframe, the bolt detail is overdone and luckily I did not need it for the AVG version. However, I feel that it personifies the kit to a certain extent as the problem with it is largely superficial and with some slight modification it could be made to look quite good. I think that the lines and feel of a P-40 are quite well captured here and when the model is test fitted together it comes up as one impressive little beast.

The engine parts, as they sit on the sprue, look to be detailed and on early examination seemed to be one of the high-lights of the kit. The decals are excellent. The only major issue with the kit is the obvious shallowness of the cockpit, and luckily this can easily be addressed. As luck would have it there is a lip at the base of the seat bulkhead that sits at the correct level and therefore the first measurement is there for the rebuilding work.

RECREATING THE COCKPIT

Skipping past the engine, the decision was made to start into the cockpit work immediately. It is here that the lion's share of detail was put into this model, and I have always been a 'get the hard job done first' type of person, as it helps me keep to deadlines. (Well... most of the time, right Richard?)

As I mentioned earlier the first measurement is already done, so it was simply a matter of test fitting the forward bulkhead and finding the length of the floor before shaping the sides. It is important to note here that if you are looking for exact measurements and a precise scale dimension for fabrication of the cockpit and its elements, →

MODEL INFO

SPEC: Vintage Fighter Series 1:24 Curtiss P-40 'AVG Flying Tigers' **MATERIALS:** IM KIT NO: VF2401
AVAILABLE FROM: Worldwide distribution by manufacturer
PRICE GUIDE: £49.99

With a little extra work this new kit from Vintage Fighter Series can be made into a very nice looking model



YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Tamiya Extra thin cement
- Masking tape
- Scalpel
- Tweezers
- Tamiya masking tape
- HB pencil
- Microscale Kristal Kleer
- Gunze Sangyo Mr Mark Setter & Mr Mark Softer

Recommended paints:

Xtracolor enamel:
X101 FS10118 Earth
X114 FS14092 Medium Green
X117 FS34151 Matt Interior Green
X138 FS16473 ADC Grey
X408 Matt Zinc Chromate

Alclad II:
Aluminium
Steel
Polished Aluminium

Humbrol enamel:

18 Orange
33 Matt Black
34 Matt White
53 Gunmetal
70 Matt Brick Red
113 Matt Rust

CMK Stardust Weathering Pastels:

SD03 Sandy Dust
SD05 Dark Earth
SD07 Light Dust
SD08 Light Earth
SD10 Black Smut

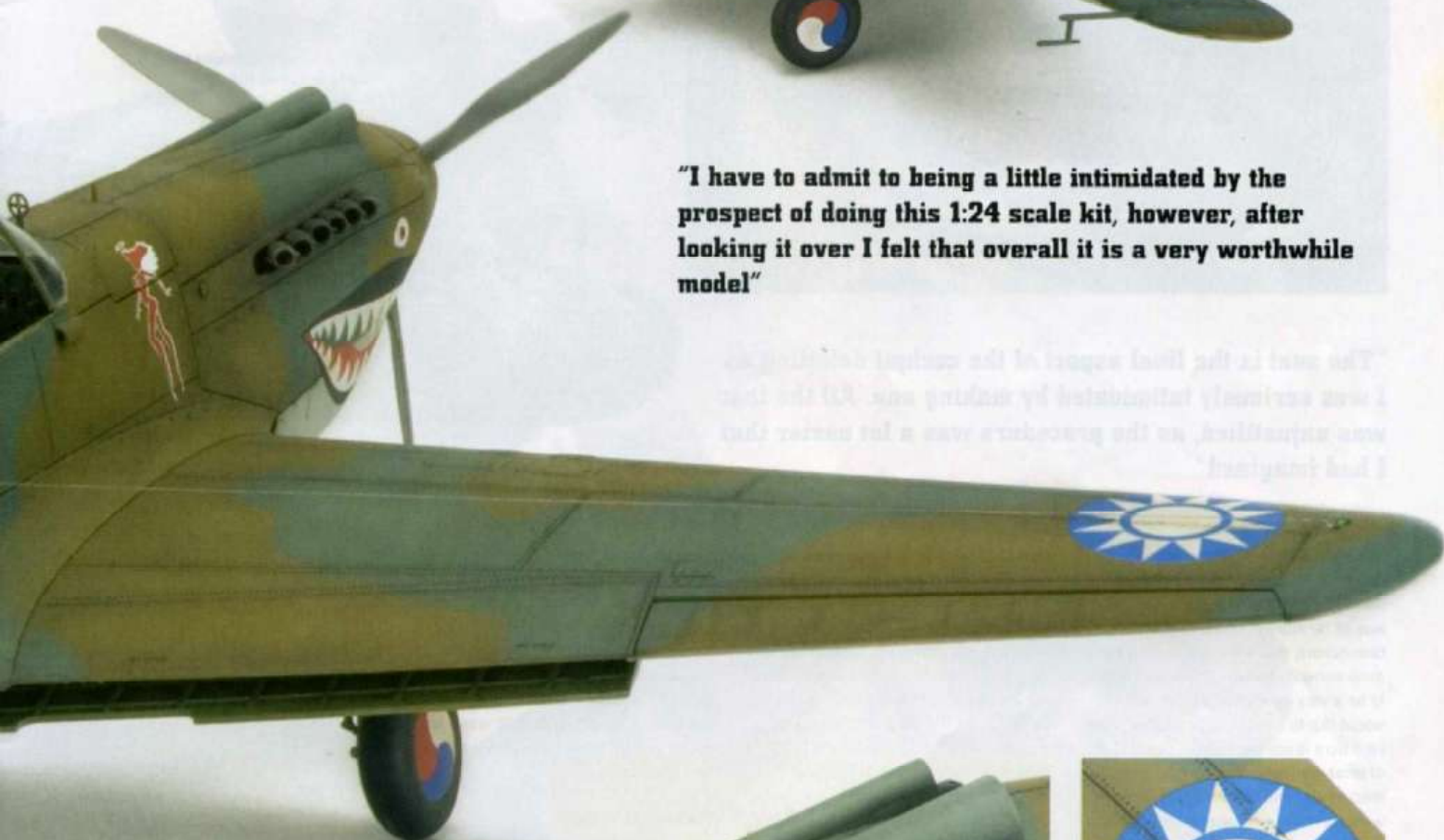


Dimensions

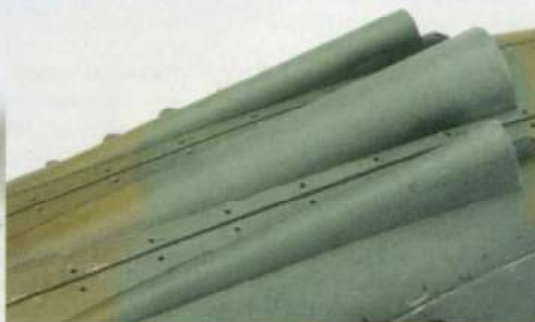
Span - 37ft 4in (11.38m)
Length - 31ft 8 3/4in (9.7m)
Height - 10ft 7in (3.22m)
Dimensions - 1:24
Span - 474.2mm
Length - 404.2mm
Height - 134.2mm



"I have to admit to being a little intimidated by the prospect of doing this 1:24 scale kit, however, after looking it over I felt that overall it is a very worthwhile model"



Although 'overdone' for some, the panel lines are not that bad, however the kit does need a lot of rivets added and while you are there you can do some more panel lines as well!



ALSO RECOMMENDED...

Reference books:

- 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 (Rossaglyph 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)

● Wear the right protective clothing when advised





Nearly all of the cockpit interior was built from scratch (see main article), but the basis was from the kit, so it is not that daunting a task

The Chinese national insignia and leaping tiger designed by Walt Disney, all make the AVG P-40s one of the most appealing subjects there is to make in any scale!



"The seat is the final aspect of the cockpit detailing as I was seriously intimidated by making one. All the fear was unjustified, as the procedure was a lot easier than I had imagined"

you are reading the wrong article, buddy. Ensuring that the scratchbuilt parts mate with the kit parts easily was of far more importance than their dimensional accuracy, and this was done conscientiously. I consider myself to be a very average modeller, and I would like to stress the point that what I did here is not beyond the capabilities of most modellers. I used little more than a ruler and scissors, and there were no really specialist tools involved.

The floor sides were shaped to fit by the 'trial and error' method we are all so familiar with, and with some patience and a sanding stick this is not a tough task. Next the sidewalls were done in much the same fashion, measuring with all of the kit parts in place to ensure their compatibility.

Once the basics were there the detailing began, and with the use of 'U' shaped plastic strip, Microstrip and a

myriad of parts from the spares box, and surplus etched parts, the project took just over four days to complete to the point of painting. When it comes to accentuating these details there are a couple of tools that come in very handy, yet are not essential. I am not a great fan of 'Rosie the Riveter' as it makes square rivets, I much prefer the MDC rivet making tool, but I have found a task that 'Rosie' can fulfill with aplomb. By placing a piece of suitably sized Microstrip in the channel of a 'U' shaped plastic strip, and subsequently taping it down to hold it in place, a fine line of rivets was made along the opposite side by carefully running 'Rosie' along its length. The accompanying photographs will illustrate this far better than words.

I will spare the description of how various previously discarded parts made up the rest of the interior details as we have all done this to some extent and

once again the photographs will tell a far more interesting tale than I.

The seat is the final aspect of the cockpit detailing, and I avoided doing it until this late stage of the cockpit construction as I was seriously intimidated by making one. All of this fear was unjustified, as the procedure was a lot easier and infinitely less painful than I had imagined.

TAKE A SEAT, PLEASE

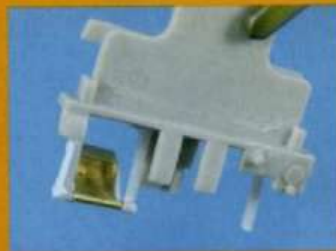
Following the excellent resource material provided by Rato Marczak on the Large Scale Planes web site reference section, I cut and detailed the brass sheet seat entirely by eye, with pencil and a pair of scissors. Once the basic shape was cut from the sheet, an embossing tool was used to add the ribbed detail to the back and sides, then the sides were folded and the seat made. I had toyed with the idea of



STEP BY STEP GUIDE - INTERIOR



Rolling the rudder pedals was a pretty simple task, that was a fairly intimidating undertaking a few years ago. With the proper tools and confidence these jobs can be very routine



In fact, building the entire replacement rudder pedal unit was not as much work as I thought it would be and is a good example of what can be accomplished with very little effort and in my case, skill



With the change in dimensions in the cockpit, the firewall needed to be altered to accept the newly modified parts, while remaining faithful to the lazy man's techniques and retaining as much of the kit parts as possible!



One of the many tools that facilitated the ease with which the seat was made came from an unexpected source. The haberdashery at John Lewis surrendered this embossing tool from a craft kit

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



Most of the riveting seen on this kit has been added with the help of the excellent riveting tool produced by Model Design Construction



Once again an advertisement for simply 'going for it'. The seat was made with only the aid of a ruler, and contains no actual measurements aside from eyeballing some actual photographs, and using Rato Marciak's work on LSP as a guide



At the risk of getting really boring and obsessing over a simple seat, I will let the pictures do most of the description here, although once again it is worth mentioning the importance of the right tools, as these pictures clearly illustrate



● Wear the right protective clothing when advised



STEP BY STEP GUIDE - INTERIOR



Now we need something to hang the seat on, and the kit part isn't long enough so we will need to make our own brace. Here the three basic elements are visible in the form of aluminium tubing, brass rod and plastic tube



By sliding the plastic tube over the aluminium and 'carving' some grooves into it the brackets for mounting the seat are recreated



It is simply a matter of cutting a line along the length of the excess rod, between the two 'brackets'...



...and peeling it away...

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



When working in a big scale like this the temptation to overdo the weathering is very high, resist it, as such a big 'canvas' will show every bit of heavy-handedness!

"Using the MDC riveting tool was a pleasure but there are some quandaries about doing the fuselage, as there are already some rivets there and I was worried that the new ones would look out of place, so I chickened out and stopped after I had done the wings!"



The 'Hell's Angle' and Walt Disney-designed leaping tiger make any P-40 instantly recognisable as an being from the AVG

soldering the joins of the seat, and I still think this would have been the better idea, but I went with superglue instead. Hopefully this would be firm enough to maintain the bond, when adding the seat belts after painting.

In all it took just over two hours to do, and for the difference it made to this model I think it is time well spent. With most of the fabrication complete, it was time to ready the rest of the interior components prior to painting.

FINISHING THE INSIDES

As I mentioned earlier, the engine is quite nice in this kit, and fits together rather well. I was very pleased with the speed in which the unit builds up and it certainly looks very nice when completed. All of the basic plumbing was provided, and should you wish to open up the panels and display the engine, the addition of extra wiring and details would be greatly rewarded. I myself felt that the removal of the nose panels would have taken away from the look of the aeroplane so they remain.

As far as the fuselage was concerned the only remaining interior detail to be added before joining was the tailwheel. This is a very simple component, although on the real thing it wasn't ornately detailed. It can be positioned in the retracted position if desired, however it's 'legs down' for this model.

RIVETED TO MY SEAT

Admittedly I haven't done the most spectacular job of riveting this model and there are a couple of spots I am downright embarrassed about, but let me first of all say it isn't the tools fault. Using the MDC riveting tool was a pleasure, and while it takes an infinitely longer time to perform the task than 'Rosie the Riveter' it does an infinitely better job. Where 'Rosie' makes square rivets the MDC tool makes a perfectly round outline that, to my eye, looks much more realistic. There was some quandary about riveting the fuselage as there are already some rivets there and I was worried that using the different sized rivets would look out of place. So I opted for the lazy coward's option and stopped after I had done the wings. That task seemed like an eternity any ways, and there was the risk of this model becoming a shaggy dog story. As it was, the job vastly improved the look of the wings, and to my eye lessened the impact of the very large panel lines, although the ultimate test of this would be in the wash.

FIRST TOUCHES OF PAINT

Mixture, mixture, mixture. This is the most important aspect of successful painting as far as I am concerned and one of the most overlooked aspects of all. You can have the best airbrush money can buy, but unless you have



...and presto. There you have it. Only took about an hour to do both



A look at the tools that were of vital assistance in making the cockpit and the details found inside it

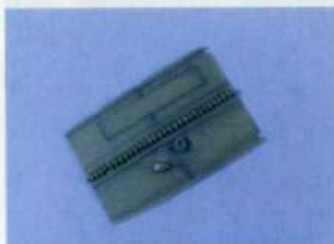


A lot of regular test fitting is essential when you are as unprecise a modeller as I, and here is a look at some early fitting of the components including the floor, which boasts at least a hundred individual bolts from CMK

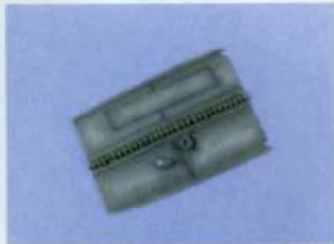


I wanted to recreate the rivet detail along the framework, and using 'Rosie the Riveter' on the reverse side of the plastic strip I was able to easily manage this task. Mind you, keeping the Microstrip in the tiny 'U' channel whilst running Rosie along its length was no easy task

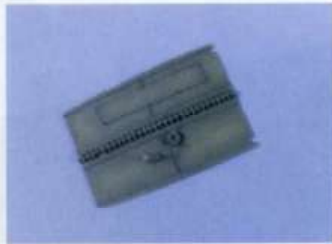
STEP BY STEP GUIDE - INTERIOR & PAINTING



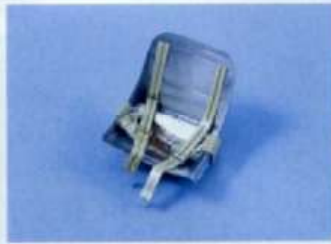
'Groan...the cockpit floor again...' I can hear it now. But it is the simplest way to illustrate the shading that took place inside the cockpit. First is the result of the base colour and the subsequent 'lowlights' coat



Before the 'lowlights' have a chance to dry, the 'highlights' are added



And finally the two are blended together using a thinned coat of the base colour. I prefer this method of shading as opposed to adding different colours as it ensures the integrity of the basic colour we go to great lengths to make sure is 'the correct shade'



I was pleased with my handiwork on the seat and the only thing I would do differently next time, or suggest to you, would be to cut out the openings for the shoulder straps as it would look a bit more convincing than what I have done here



Painted up and test-assembled the cockpit is starting to come to life, and is now ready for the wash and detailing



A look from this side shows that the seat belt has come apart, but don't worry, I spotted it and fixed it just after the picture was taken



Don't ask me why but I decided to go back to pre-shading here, and what a waste of time. Great for acrylics, but pointless with enamels, in my opinion. Things would go back to normal on the top...



...a perfect example of my adventures in time-wasting. Next!

"Moving up to 1:24 scale from 1:32 is quite an adjustment as the general feel for the size of details is drastically altered and this trend does not change when it comes to painting"

properly stirred, shaken and thinned your paint you will have no joy. I generally shake my tins before I open them, then use a Badger paint stirrer to mix the paint. Lazy, granted, but effective. Thinning is done after it is in the cup. Generally mixtures are thinner than most, as I tend to work at about 60/40 paint to thinner ratio. Very thin for sure, but I appreciate the time it takes to build up the coats, as with the shading technique I use it is definitely beneficial. In all honesty if you don't take the time to properly mix your paints and apply them correctly, any finishing hints and techniques any of us in this magazine have to offer are wasted. In my view, the whole concept of this hobby is patiently

taking the time to recreate something as a relaxation, not to throw something together as quickly as possible, as easily as possible.

Work began with the undersides, and for a change the primary coat to be applied was for the lowlights. After mixing up a very dark example of the underside grey, and spraying two decent coats of this, the highlights were added. Duplicating the process, substituting white for black, the underside was ready for the untainted underside grey.

I was not pleased with the results of taking a reverse approach to the shading, so decided to redo both the highlights and lowlights. The following day,

after giving the underside the requisite overnight drying time, the exact process was repeated for both of the upper surface colours.

Moving up to 1:24 scale from 1:32 is quite an adjustment as the general feel for the size of details is drastically altered and this trend does not change when it comes to painting. Getting the feel for the depth of shading was quite an adjustment and hopefully I have managed to capture it in this scale.

After a couple of days grafting and the constant operation of my Aztek, the model was ready for a good couple of coats of gloss acrylic varnish (in this case 'Future') in preparation for the process of decaling and weathering.

Don't you just love a P-40 with a sharksmouth! In 1:24 the effect is quite breathtaking

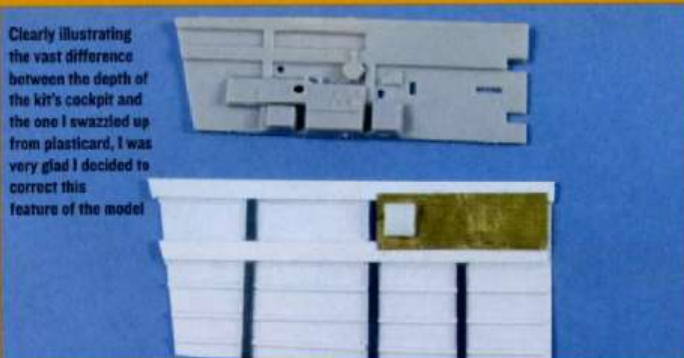
STEP BY STEP GUIDE - INTERIOR



It may look a dawdle here but trust me, it was necessary to stop every inch or so and pull the plastic taught. It tested the boundaries of my patience...trust me



OK, so it isn't the most exciting shot in the bunch, but it shows off the replacement floor pretty nicely. After building up the centreline with plastic strip then scribing the lines, it is now ready for the CMK bolts



Clearly illustrating the vast difference between the depth of the kit's cockpit and the one I swizzled up from plasticard, I was very glad I decided to correct this feature of the model

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



The bigger scale means that hollowing out things like the exhaust pipes is much easier, though there are still twelve of them to do so it is quite tedious!



I took a great deal of time attempting to recreate faithfully the detail I saw in my reference photos. Detail & Scale is a great starting point for any detail job on this kit



Of course I did take some liberties when procuring parts to enhance this cockpit, and any of you who build armour as well will recognise some 1:35 scale parts in there...



...a test fit of the parts in place showed that by some miraculous twist of fate I managed to get everything just about right. The celebration lasted into the long hours of the night, and a fun time was had by all

⚠ Wear the right protective clothing when advised to

STEP BY STEP GUIDE - PAINTING



The following series of photographs will illustrate the method I use for post-shading. First up is the Dark Earth, thinned at about 60/40 paint/thinner ratio



Next come the lowlights, created by adding some black and some more thinner to what was left in the cup after spraying the base coat. Keeping as close to the panel lines as possible is the idea, with the over spray giving a 'feathered' effect to the shading



Cleaning out the cup and starting fresh with the Dark Earth, some white is added, with the paint to thinner mixture changing slightly to include slightly more thinner. Spraying towards the centre of the panel is the idea to give the model a 'bleached out' appearance



Finally, a much thinner coat of the original Dark Earth is sprayed over to blend the stark contrasts



After repeating the process with the US Green, a gloss coat of acrylic varnish is applied, and the decals can be added. Getting a very smooth high gloss surface is important for a couple of reasons, namely to ensure there is no silvering, and also to ensure that the oil wash doesn't eat into it, and basically ruin the model

"Too many people mistakenly believe the purpose of a wash is simply to make a model look dirty, when in fact that task falls to the weathering powders"

AROUND THE FINAL CORNER

Vintage Fighter Series have chosen well in the decals options and the Microscale logo is a reassuring guarantee of quality. With several choices of AVG birds available, I of course, went with the most famous and colourful. Additionally, I think the leaping tiger is pretty cool looking. Please see the photographs for a simple to follow guide to applying decals using a two-part 'set and sol' method.

Washing is probably my favourite part of modelling as it really brings any model to life. It is when all of the detail that isn't blatantly obvious comes alive, and breathes realism into a model. Too many people mistakenly believe the purpose of a wash is simply to make a model look dirty, when

in fact it isn't. For me, that task falls to the weathering powders, while the wash is as stated before, there to bring out the detail.

I mixed about 80% Raw Umber with 20% Paynes Grey and diluted this with white spirit. This wash was applied locally with a fine brush (generally 000 to 00000) and left to dry for a couple of hours. At this point it was still wet enough to be removed with ease, yet dry enough to stay within the panel lines without being 'pulled' out by the cotton buds used to remove the excess.

Now we were ready to apply the final coat of matt varnish (my favourite being Polly-S) and complete the final assembly, prior to adding the weathering powders.

LIGHT AT THE END OF THE TUNNEL

Using the weathering powders to enhance the effects of the shading and the wash is the most effective mental approach to take when using them. Attempting to weather an entire aircraft model by simply slapping on weathering powders does nothing more than make the model look sloppy and overdone. Subtlety and blending are the key words in this operation and carefully blending the colours with the basic paint finish will provide a rewarding final appearance.

It is also imperative to pay close attention to reference photographs, and read some first hand experiences. Simply looking at some pictures will teach you much more about weathering a model than anything else. ■



STEP BY STEP GUIDE - ENGINE & ARMAMENT



The exhausts can do with some dressing up as well, and this isn't all that much work to do. Here you can see the difference between the modified part and the part as it comes in the kit. Rather than filling and sanding the resulting gap when joined, some plastic rod was run along to create the weld seam visible in photo's of the real thing



Doing the entire set of exhausts didn't take too long. In fact it was merely the better part of an evening



As it comes in the kit, the engine is actually pretty nice. I was impressed with its detail, and if you chose to dress it up a little and open the panels it would come up very nicely

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



The kit offers you the potential to add, correct or update as much as you like. This is no bad thing as it also retains the capacity to be built successfully straight from the box



Go on, admit it, isn't she lovely! The lines of the early P-40 series are set off nicely by the splashes of colour from the national insignia and AVG markings



Rather than mess about with the plastic parts, it was decided to simply cut off the kit barrels and add some aluminium rod to replace them

FINAL VERDICT

■ There is so little left to do at this point, it is simply a matter of adding details like the aerials, painting the formation lights, as well as the machine guns, removing the masks, and a final general inspection for faults. Pleased with the result, I think it is time to arrange a trip to Doolittle Mill.

Was it worth the money?

What a question! For the first time in a long time I have actually sat down and had a think about it. This kit has some issues, and while none of them are personally a problem, there are points of this kit that could have been done better. Having said that there are some very good points about this model as well. The fit is excellent, and for me that goes a long way. I can live with the odd mistake, easily correct and replace any number of faults, but I stop enjoying a kit when it doesn't fit, and I enjoyed

this model.

To look at the overall picture of this model I would say it is a very good kit. The basics are there, and if you wanted to build this as a less experienced modeller, it would be suitable, alternatively if you decided you wanted to completely detail and dress up this model, you could easily end up with a masterpiece that would leave an impression anywhere you took it.

I would say this model is definitely worth it. I had a good time building it, I am very pleased with my result, and I conscientiously attempted to make something out of the ordinary, yet keep the additional work to a level that just about anyone aside from the absolute beginner could easily achieve. So yeah, if you were considering this kit I would say go for it!

KIT BUILD

SKILL LEVEL: INTERMEDIATE

Curtiss Hawk 81A-2, P-8182/21, 1st Pursuit Squadron, American Volunteer Group, Magwe, Burma, March 1942. Standard RAF colours of Dark Earth, Dark Green and Sky. Chinese national marking in four wing positions. White fuselage band and grey individual aircraft number (repeated on the nose); 'Adam & Eve' badge on both fuselage sides. Flown by Gregory 'Pappy' Boyington



Curtiss Hawk 81A-2, P-8173/77, 3rd Pursuit Squadron, American Volunteer Group, piloted by Robert T.S. Smith



Curtiss Hawk 81A-2, P-8133/47, 3rd Pursuit Squadron, American Volunteer Group



Above: Curtiss Hawk 81A-2, P-8109/68, flown by Charles H. Older, 3rd Pursuit Squadron, American Volunteer Group, Mingaladon, Burma, January 1942. Standard finish; Chinese national marking in four wing positions, tiger marking on both sides of fuselage; 'Hell's Angel' on forward fuselage and a tally of ten 'kills' under the cockpit. Rudder seems to come from another aircraft while camouflage on the nose section shows signs of heavy retouching

Below: Curtiss Hawk 81A-2, P-8136/40, 3rd Pursuit Squadron, American Volunteer Group, Kunming. Standard finish; Chinese national marking in four wing positions. Red fuselage band and white individual aircraft number; 'Flying Tiger' marking on fuselage sides, over a patch of freshly painted Olive Drab. Flown by Flight Leader Robert T. Smith

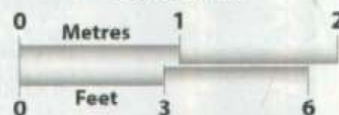


Hawk 81A-2, P-8200/38, 2nd Pursuit Squadron, Toungoo, February 1942. Standard finish with blue rear fuselage band; Panda marking on fuselage sides. Two victory markings below cockpit; pilot's name in white ahead of windscreen. Note black panther painted on forward fuselage



Above: Typical upper surface camouflage pattern applied to the Curtiss Hawks of the American Volunteer Group; note size and position of national markings

Scale: 1:48



Below: Curtiss Hawk 81A-2, P-8136/40, 3rd Pursuit Squadron, American Volunteer Group, Kunming. Standard finish; Chinese national marking in four wing positions. Red fuselage band and white individual aircraft number; three victory markings below windscreen





MODEL INFO

SPEC: Eduard 1:48 Nieuport II 'Profi Pack' **KIT NO:** 8070 **MATERIALS:** IM, PE
AVAILABLE FROM: Hannants & LSA
 Models and Eduard stockists worldwide
PRICE GUIDE: £12.50

HELLO BÉBÉ!

BUILT & WRITTEN BY MICK
 CAPELL FROM THE UK

The Nieuport II was designed as a smaller single-seat version of the previous Nieuport 10. This design was able to oppose the German Fokker E.III monoplanes and it first saw operational service during 1916, only to be replaced by the Nieuport 17 in the same year.

Although this kit is several years old the quality is superb and equal to many new kits released by other manufacturers. These 'Profi-pack' kits are the one stop shop in the model world. There are approximately fifty parts, comprising injected plastic, photo-etched nickel-plated brass, 'Express Masks' and an excellent decal sheet. The instruction sheets are very simple and clear, especially when it comes to the rigging stage, thus making the whole build enjoyable, something other manufacturers could try to emulate.

There are five different paint schemes for this model. I chose the brightest one, flown by Lt. Armond De Twenne, as I thought that it would really stand out once completed.

THE BUILD

Prior to starting I always study the instructions to see which are the most difficult parts of the build, and get these out of the way first. These were the rotary engine and wings, because of the fit of the delicate photo-etched parts for the engine and how well the 'Express Masks'

would work to get the brown border around the wings. The engine was completely assembled; I had to thin down the propeller pin to get it to slide easily into the engine assembly. It was sprayed with Alclad Aluminium and given a dark wash with Paynes Grey oils, followed by painting the exhaust ring with Gunze Sangyo Copper.

With the first hurdle out of the way, I started on the wings. I drilled the rigging anchor points halfway into the bottom surface of the upper wing then all the way through the bottom

wing using a 0.3mm drill. Whilst I had the drill to hand I continued to drill the rest of the holes for rigging and actuator lines in the fuselage as well.

This is the third model that I have finished using Xtracolor enamels after years of spaying acrylic paints and I am now converted. 'What about the smell?' Well what about it? I have no complaints, at least not from the wife anyway. As for drying times, try a drop of Rustins Terebene, or if you cannot get hold of it, a drop or two of Xtracolor extra fast drying thinners, this will, I promise, do the trick.

YOU WILL NEED...

Before starting:

- Eduard Cyanoacrylate
- Plastic Weld liquid cement
- Masking tape
- Scalpel
- Locking Tweezers
- Tamiya masking tape
- Coloured fishing line (for rigging)

Dimensions:

Span - 7.52m (Upper), 7.40m (Lower)
 Length - 5.60m
 Dimensions - 1:48
 Span - 156.7mm (Upper), 154.2mm (Lower)
 Length - 116.7mm

Recommended paints:

Xtracolor enamel:
 X8 PRU Blue
 X21 Doped Linen
 X103 Insignia Red
 X403 Matt Interior Grey
Alclad II:
 Aluminium
Gunze Sangyo Aqueous
Hobby Color acrylic:
 H10 Copper
Oil paints:
 Dark Umber
 Raw Umber

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





After my brief sermon, back to the wings. The spars were pre-shaded a mid-brown colour then several mist coats of X21 Doped Linen were sprayed on top, just allowing the darker spars to show through. The Express Masks are quite a fiddle to get right and I wasn't that confident but perseverance won the day and on went the brown border. The instructions give you the option of brown or black based on, I expect, black and white photographic evidence. I chose brown simply because black would have been too stark. I carefully removed the mask just in case the paint

had not fully cured as I have found that Express Masks are prone to lift, resulting in paint seepage. I need not have worried, as all was perfect. These new masks made from masking-tape offered by Eduard are far superior to their previous vinyl versions. With these hurdles (I wasn't worried really) out of the way I followed the rest of the instruction assembly sequence substituting Xtracolor as required. The cockpit parts were painted their respective colours, assembled into the fuselage halves and given a dark umber wash. After a coat of satin varnish the fuselage was

assembled and only a small amount of filler was required here and there. For the tricolour paint scheme I used XI03 Insignia Red and X8 PRU Blue, which is a very close match to the decal colours.

Next up was the completed lower wing. This was secured in place with Eduard's own superglue as I find that this does not affect a painted surface. The engine cowl was sprayed after polishing with Alclad's Polishing Cloths to get that superb metal effect. Using Alclad correctly is a case of 90% preparation and 10% spraying, the more preparation the better the effect. I know

I may have repeated myself but some modellers still have difficulty with this paint, so my advice is, just take your time. The tail was now assembled completely, followed by the various struts, which were prepared and their attachment holes were cleaned out using a 0.5mm drill. The outer wing struts and propeller were sprayed gloss white and, when dry, brushed with burnt umber oil paint to get a wood effect. I actually used the supplied decals for the metal bands on the outer struts, not expecting them to work, how wrong I was! The remaining struts and undercarriage were

ALSO RECOMMENDED...

Reference books:

- *Fana de l'Aviation No.139 & 142*
- *French Aircraft of the First World War* (Flying Machine Press 1997)
- *Monografie Aerei Nieuport Macchi II & 17* by M. Longoni
- *Nieuport Aces of World War One* (Osprey)
- *Nieuport Aircraft of WWI* (Vintage Warbirds No.10)
- *Nieuport Fighters Vol.1* by J.M. Bruce, Windsock Datafile Special (Albatros Productions, 1993)
- *Nieuport Fighters Vol.2* by J.M. Bruce, Windsock Datafile Special (Albatros Productions, 1994)
- *Nieuport Fighters In Action No.167* by P. Cooksley (Squadron/Signal Publications 1997)
- *Nieuport 10-12* by J.M. Bruce, Windsock Datafile 68 (Albatros Productions 1998 ISBN:0-902207-01-7)
- *Windsock International Vol.5 No. 3 & 4* (Albatros Productions)

ⓘ Wear the right protective clothing when advised





"One of the most pleasant parts of the build is applying the decals. I do not know who prints Eduard's decals but they are very good"

← sprayed a medium grey. I used what I thought looked right when compared to black and white photographs, and I can live with that. One of the most pleasant parts of the build is applying the decals. I don't know who prints Eduard's decals but they are very good. After getting them into the right position I applied Micro Sol with the end of the paintbrush gently lifted up the edge so that I could get some of the solution underneath. This will prevent any silvering afterwards. After drying overnight any excess solution was wiped off using a damp cotton wool bud, and a coat of gloss varnish applied on top to seal in them all in place.

STRUT ALIGNMENT

The tools I used for this part of the build were a set of dividers and the 'Mk I Eyeball'. Again using superglue I began by attaching the outer struts. Then using the painting guide, aligned the struts as close as possible on the model using Blu-Tack to keep them propped up until they set. This way I had the wing struts to use as guides when attaching the others to the fuselage. Once the remaining struts are all in place I set my dividers against the attachment points under the top wing to get exact measurements to align the tops of the struts just positioned. That's how I tackle the problem, it is actually quicker to do than explain!

Once everything had dried the model was given a couple of light coats of matt varnish, with each coat left a dry to dry thoroughly.

RIGGING

This is the part that puts a lot of modellers off. Don't let it. Let me explain. Using coloured fishing line cut to approximate lengths, attach with superglue into the pre-drilled holes and when dry the top wing can be glued in place. Insert the other end of the rigging through the bottom wing and using locking tweezers to provide some tension, the end of the rigging is secured with superglue. Once all is dry you just simply cut off any excess thread and sit →

The bulges behind the engine cowl are an indication that you are dealing with a Ni.11, because in later versions this was deleted

STEP BY STEP GUIDE - ASSEMBLING AND PAINTING



The engine assembly consists of three parts. The etched part is very fragile.



The top wing with a base coat of matt grey then preshaded with light brown.

After several light coats of dope coloured enamel paint



The cockpit fit was perfect. It took about five minutes to assemble.

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



The coloured borders of the rudder and wings are a point of interest for a subject like this



This particular N.11 is extremely colourful and although masking the wings is a little complex the demarcations on all the other colours are straight, so this is pretty easy to achieve



The fuselage close up and on to painting starting with the lightest colour first (of course). The red is X103 Insignia Red and the blue is XB PRU Blue, which exactly matches the roundel colours

The effective Express mask was used for the brown wing border and worked very well

The decals are super thin. Micro-Sol was used to bed them down

⚠ Wear the right protective clothing when advised

The Ni.11, like most of the Nieuport fighters of this era, is a very small and delicate machine and it is therefore ideal for 1:48 scale. It would look even better in 1:32 though!

Simplified cabane struts in comparison with Ni.10

← back and admire your handiwork. With other types of models, jets for instance, getting the exhaust or the canopy looking right is difficult but not impossible. The same applies with biplanes and rigging

THE LAST LAP

After the undercarriage was assembled I sprayed on matt varnish to matt down some areas left glossy by the superglue. The machine gun mount looks very delicate but when assembled is surprisingly robust. The one thing I liked about the Lewis gun was the photo-etched magazine that fitted over the plastic kit part, very clever. I had no clear evidence of how the remote fire mechanism fitted to the gun so I placed it where I thought right! After a final look around the model I fitted the wheels and propeller. Job Done! ■



No headr

STEP BY STEP GUIDE - RIGGING

Using smoke coloured fishing line for the rigging and a steady hand...to cut off the excess



Now the easy bit, this is much easier than it looks

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

Distinguishing Features of the Ni.11



'Cheeks' behind open 3/4 cowl

"With other types of models, jets for instance, getting the exhaust or the canopy looking right is difficult but not impossible. The same applies with biplanes and rigging"

The fit of the top wing and struts was first class. The use of rigging in this way, acts as tensioners as on the real aircraft



Locking forceps are a must for constant tension for the rigging lines and allowing the superglue to dry

FINAL VERDICT

Was it worth the money?

This is another excellent model from this benchmark company. The quality of this model and the ease of building, apart from a few unfounded concerns with the Express Masks and engine assembly, make it worth every penny. Next one please.

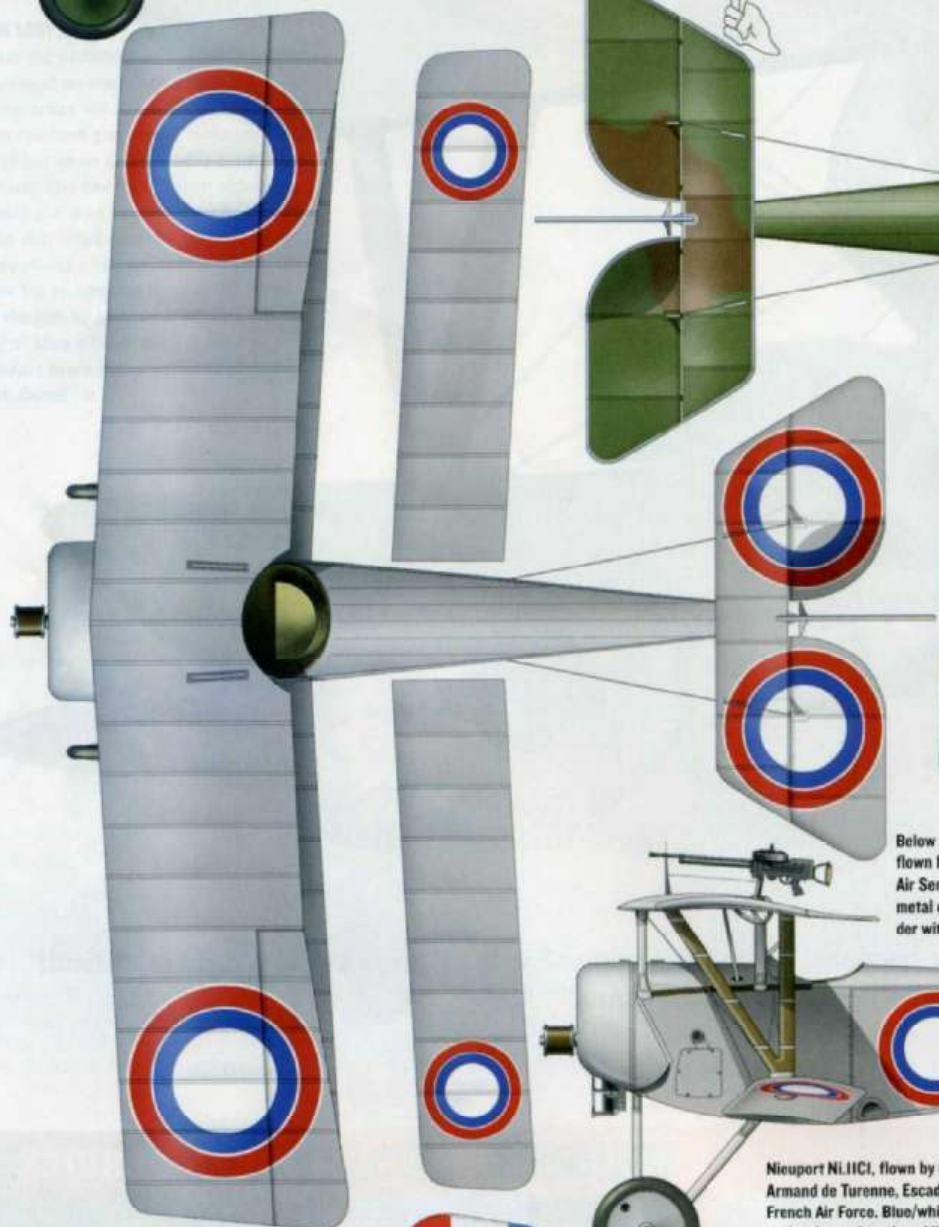
⚠ Wear the right protective clothing when advised

COLOUR PROFILES

NIEUPORT NI.II



Above and Right: Nieuport Ni.II, N.1153, flown by Cpt le Comte J.L.V. de Plandes Sièyes, Escadrille 26, downed near Douai on 3 July 1916. Dark brown/dark green uppersurfaces with clear doped linen undersides. Note thin edge in light blue around all camouflaged wing and tailplane surfaces



Below and Left: Nieuport Ni.II (built by Dux in St Petersburg), flown by Alexander Alexandrovich Kazakov, Imperial Russian Air Service, summer 1916. Silver-grey overall with natural metal cowling; national markings in six positions. Black rudder with skull and cross-bones in white



Nieuport NI.II.CI, flown by Col Armand de Turenne, Escadrille 48, French Air Force. Blue/white/red on fuselage; clear doped linen wings and tailplane



Nieuport NI.II, 131, flown by Chouteau Johnson, Escadrille NI24, French Air Force, summer 1916

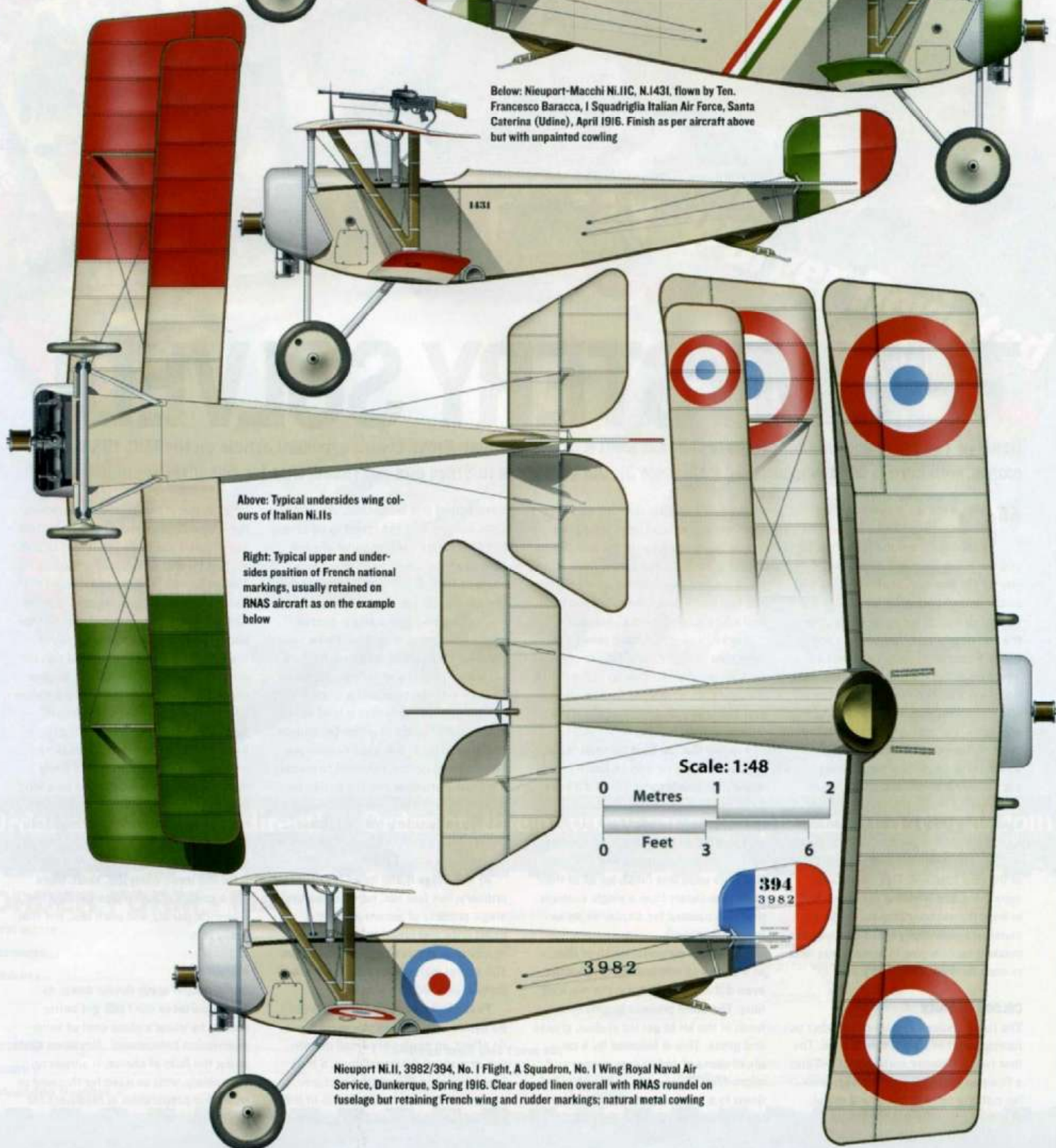
Right (both views) : Nieuport-Macchi Ni.IIC 'Bebè', Italian Air Force, 1916. Clear doped linen overall with green/white/red rudder and cowlings; undersides of wings in red (port), clear doped linen (centre section) and green (starboard). Green/white/red band above and on sides of fuselage



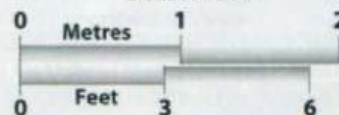
Below: Nieuport-Macchi Ni.IIC, N.1431, flown by Ten. Francesco Baracca, I Squadriglia Italian Air Force, Santa Caterina (Udine), April 1916. Finish as per aircraft above but with unpainted cowling

Above: Typical undersides wing colours of Italian Ni.IIs

Right: Typical upper and undersides position of French national markings, usually retained on RNAS aircraft as on the example below



Scale: 1:48



Nieuport Ni.II, 3982/394, No. 1 Flight, A Squadron, No. 1 Wing Royal Naval Air Service, Dunkerque, Spring 1916. Clear doped linen overall with RNAS roundel on fuselage but retaining French wing and rudder markings; natural metal cowling



The missing text below should have been on page 31 and as seen above was actually 'masked' by the image

THE MYSTERY SOLVED!

Some of you may have wondered where the text went half way through Steve Evan's excellent article on the MiG-19S last month, well here is what was missing from page 31. Our apologies to Steve and our readership for this little 'technical error'!

"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 it that holds the ventral air brake, are particularly poor fits and need a lot of persuasion and filling. Personally I think I've made an atrocious job of them but we'll see what it looks like after paint. The fuselage is also festooned with lots of little intakes and vents, eighteen of them in total, and most of them need opening out with a fine, rat-tailed file before positioning, as they are moulded solid. The jet pipes are another problem area, being a pain to actually get into position and once they're in it just don't line up that well with the contours of the underside of the rear fuselage. This needs a bit more filing and blending of course, but at least it's not too difficult. The basic construction is pretty quick and with the masked-up canopies in place it was time to start thinking about the paint.

COLOUR SCHEMES

The three choices in the box couldn't be further apart in style if they'd tried. The first two, a Chinese early model F-6 and a Russian MiG-19S are both very similar, nothing more than natural metal. The third choice however is a real

shocker; it's an East German Air Force machine in a special paint job for an aerobatic competition in the late 1960s. Bright is an understatement, blue upper surfaces, yellow undersides, big flash in red and white down the sides and a red and white striped rudder...hideous!

Luckily Trumpeter have taken the wise step of including a full set of numbers on the decal sheet, so with a bit of investigative work you can actually do just about any MiG-19 from the three nations on offer.

I rather like the East German markings but there's no way on Earth I'm doing that gaudy paint job so it'll have to be silver. Some of the Chinese machines were camouflaged, but very few Russian ones were anything other than natural metal and the East Germans used this finish for all of their machines (apart from a single example that was painted for display as an air-base gate-guard).

Alclad II is my metal finish of choice as it's easy to use and highly effective, even if it is a bit heavy on the masking tape. The paint process begins with a wash of the kit to get rid of dust, grease and grime. This is followed by a couple of coats of Alclad grey primer and micro-filler. This needs to be rubbed down to a good smooth finish before the first coat of Alclad is applied.

Having used this lacquer before, I have a set pattern that I've found to be effective at creating varying panel shades. First of all the whole kit is given two coats of Dark Aluminium, and once dry various panels are masked off (about an hour's work) and a single coat of White Aluminium is applied. More masking takes place, this time it's lots of smaller panels and fairings (another 2 hours with the tape and a sharp knife: this bit was fiddly) before a final application of two coats of either Duralumin or Aluminium...in this case Aluminium. The masking is then removed to reveal the basic pattern of panels, and to be honest the contrast between the last two Alclad colours is just not great enough, so next time I'll use Duralumin as the final colour I think.

At this stage it still looks pretty ordinary, but fear not, here comes the magic process of accentuating the panel lines and creating the rather mucky look of a real, old-fashioned jet. The secret ingredients are; Tamiya X-19 Smoke, and Alclad II Smoke.

First of all comes the Tamiya Smoke. Be gentle with this, as you need a subtle effect, so apply very small quantities of it along the panel lines, a little heavier around the control surfaces, the underside and the back end of the aircraft. Jets are always mucky at the

jet pipe end of things and that's where the Alclad Smoke gets applied, this has a wonderful bluish hue to it that is just perfect for the jet exhaust area. The Tamiya Smoke is also used around the gear bays and the gun muzzles but the Alclad version is kept purely for the hot spots. One of the good things about the Alclad lacquers is that they can be tinted with small quantities of enamel paint. Some time ago I made up a colour by mixing Alclad II Dark Aluminium with about 10% matt black, 5% gloss red and 5% gold enamels. This is now my 'jet pipe' colour and this is finely dusted into the exhaust pipes as a kind of 'sooty' deposit. It looks great to me but it's really only any good for the old style, dirty engines that burned fuel and oil in prodigious quantities. And that's it for the basic paint job. Yeah, there are a couple of touch-ups to do, a few dielectric panels and such like, but that really is it.

MARKINGS

Some people apply decals direct to Alclad surfaces but I still get better results by using a gloss coat of some description beforehand, Johnsons Klear being the fluid of choice. It sprays on very nicely, with no need for thinning or any other preparation in readiness for the decals." ■

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THE BAe/HS.125 IN ROYAL

The Series IB was the first HS.125 to enter military service when the RAF ordered 20 in 1984 as Dominie T Mk 1s

Back in the late 'sixties and throughout most of the 'seventies, when Royal Air Force (RAF) Station Luqa was a continuous hive of activity, Friday afternoons provided a real spectacle to any aeroplane spotter. Runway 24-06 was the one used for military movements, ideal for photography from both ends and along most of both sides. Very often, dozens of NATO aircraft sought 'refuge' at Malta for the

weekend after completing their training on the ranges of Decimomannu. For, while the ranges in Sardinia are an ideal training ground, the hospitality in and around the base is not renowned for its excitement!

However, there were other visitors who came directly to the Mediterranean Isle on long-flight training missions, and among these one fondly remembers the gaggle of grey, white and scarlet Dominies from No.6 Flying Training

School (FTS) flying in at ten to fifteen minute intervals. Departure on Monday morning was just as exciting an experience, as the six or seven Dominies T.1 taxied down the runway to line up for take-off to start their journey back home.

Originally launched by a de Havilland (DH) design team at Hatfield under the auspices of J. Goodwin way back in 1961, the HS. 125 progressed over the years to become one of the best selling

biz-jets on the international market. Faced by fierce competition from giant firms across the Atlantic, such as Cessna and Learjet, the HS.125 was to be produced in close to 1,000 examples in eight major series, the 128-800 alone accounting for over 400 aircraft, built by British Aerospace and Raytheon. This impressive production run is accompanied by a very significant fact: over 60 percent of sales went to the American market, especially following





AIR FORCE SERVICE

WRITTEN BY RICHARD CARUANA.

the December 1969 agreement whereby Beech Aircraft took over responsibility of sales in North American and Mexico.

The D.H.125, temporarily christened 'Jet Dragon' in memory of DH's first twin-engine transport aircraft – the D.H.84 of 1932 – was mainly intended as a business transport aircraft with accommodation for six to eight passengers and a crew of two. Two prototypes were built, the first of which (G-ARYA) flew for the first time on 13 August 1962. It was powered by a pair of Bristol-Siddeley Viper 520 turbojets, each providing 3,000lb (1,361kg) thrust, positioned at the rear of the fuselage. It featured a low-set, all-metal cantilever wing with a swept leading and trailing edges, tapering in chord towards the tip. The tricycle undercarriage was completely retractable, with twin wheels fitted to each unit; the nose gear retracted forward into the fuselage while the main gear retracted into the wing root.

Wing span and fuselage length were increased by three feet each (915mm) on the first production series (Series I), of which 82 examples were eventually built at Chester, when de Havilland became part of the Hawker Siddeley Group. The first production aircraft in this series flew for the first time on 12 February 1963. The Series I was built in two versions, with an 'A' suffix denoting aircraft destined for the United States (US) market, while those bearing the 'B' suffix were marketed by the parent company in the United Kingdom (UK). It was the latter version that was to be the first to enter military service when

the RAF chose the HS.125 in 1964 to serve in the navigation trainer role from RAF Stradishall. An order for 20 examples (XS709-714, XS726-739) suitably modified for this role was placed under the designation of Dominie T Mk I.

THE DOMINIE TRAINER

Based on the civil Series IB, the aircraft destined for the RAF received the company designation of Series 2. All up weight increased from 20,000lb (9092kg) to 21,200lb (9612kg) and it was identified externally by a ventral fin and an enlarged wing centre section fairing housing Decca Doppler electronic equipment. It also featured six windows on the port side and four on starboard. The first Dominie T Mk I (XS709) performed its maiden flight with the temporary registration G-37-65 on 30 December 1964. It was delivered to the RAF on 30 March 1965.

XS710, first flown on 1 February 1965, was delivered to the A&AEE, Boscombe Down on 23 March. Dominies XS732 to XS736 were delivered to the College of Air Warfare (CAW), RAF Manby, between 11 February and 6 April 1966. The remaining 14 Dominies were assigned to the No.1 Air Navigation School (ANS) at Stradishall, starting from XS712 on 28 August 1965, where they replaced the ageing Meteor NF(T).14s. There they took over the high-speed jet-navigator training role, with the first course being completed in April 1966.

Eventually, No.1 ANS was transferred from Stradishall to Finningley where it became No.6 Flying Training School



(FTS). Apart from the long-haul flights to Malta, these Dominies often flew to Gibraltar and, occasionally, to Gatow in Germany. No.55 (Reserve) Squadron was reformed at RAF College Cranwell in November 1996, within No.3 FTS. On 1 November 2001 No.3 FTS and the Navigator and Airman Aircrew School were amalgamated to become No.55 (Reserve) Squadron thus providing all flying training for the RAF's future navigators. At that time it had 11 Dominie T Mk I on strength.

No.55 (R) Squadron's tasks are, in actual fact, quite wider. It provides Ab Initio and Refresher courses for Navigators, Air Engineers, Weapons Systems Operators, Air Loadmasters and Air Signallers. This means that it trains some 160 students each year, for which it has a complement of 120 instructors. All Airmen and Aircrew Training is conducted at RAF College Cranwell. No.55's Navigator Training programme is carried out at three other stations apart from the College itself: RAF Topcliffe, RAF Leeming and RAF

Shawbury. The Navigator Training section consists of the Initial Navigation Section, Fast Jet Training Flight, Basic Systems Navigation and Advanced Multi-Engine Training Flight.

Now painted all-black, except for a patch of white on top of the fuselage, Cranwell's Dominies are flown by a pilot and assistant pilot and have four seats in the cabin for students and their instructors. The aircraft are fitted with navigation instruments similar to those of RAF fast jets, allowing for information from the nose-mounted radar and integrated navigation equipment to be available to the student and instructor. Student navigators would have already graduated as junior officers from RAF College Cranwell's Initial Officer Training programme. Following eight months of flying on the Tutor, they move to RAF Topcliffe for 21 sorties of Tucano flying after which the students return to Cranwell for the Basic Dominie Module (BDM). This consists of six medium-level sorties where they become familiar with all



aspects of the aircraft's systems, radar navigation and mental dead-reckoning.

Students at Cranwell are then streamed into three categories: rotary wing, fast jet, and maritime. Fast-jet students can then start their 11-week navigation-training course on the Dominie. Sorties are flown in various height and speed parameters, over land and sea, and are now mainly restricted to UK airspace, with sorties sometimes flown to Europe. The overseas flight is usually linked to the 13th sortie of the 11-week long navigator course module on the Dominie, which also serves as a final test. Successful students streamed to fill navigator posts in fast jets move on to a 35-hour course on the Hawk at RAF Leeming before being posted to an Operational Conversion Unit (OCU). The Dominie course for maritime navigators is similar, lasting 12 weeks and concentrating on low and medium-level sorties.

Still flying today in the same role for which it was conceived, the Dominie T Mk I was updated several times, though external modifications have been very few indeed. Beginning in 1995, Marshalls of Cambridge were engaged in building a new nose structure and skinning for the Dominies to accommodate the new radar derived from the Lynx Seaspray IIRC. This entailed an increase in length of some 12 inches (305mm) and, judging from photographic evidence, this was done in two stages. An initial stage shows an extension but retaining the original nose cone (e.g. XS727 still seen as such in 2004), with a larger cone being fitted and faired into the front fuselage at some later stage. Also at around the time of that update, two windows on the port side (windows four and five from the front) were also blanked over. For a time these upgraded Dominies were referred to as T Mk 2s, but it has been established that this designation was never officially taken up.

As the Dominie seems to be irreplaceable in the role that it is assigned within the RAF, there are now plans for a further upgrade. It was announced on



24 January of this year, that Raytheon Systems Ltd (RSL) has been awarded a contract to supply Successor Identification Friend or Foe (SIFF) for nine Dominies T Mk I in service. Cost of this operation is £4.3 million. RSL is already the UK Ministry of Defence's (MoD) prime contractor for the SIFF programme. This should see the Dominie T Mk I in service up to 2015.

VIP TRANSPORT VERSIONS

RAF interest also fell on the HS.125 to fulfil its VIP transport squadron based at Northolt. No.32 Squadron received its first HS.125 CC Mk I on 20 April 1971, the first of four aircraft on order (XW788-791). Based on the HS.125 Series 400, these four aircraft were eventually sold off in 1994, ending up in the US (N255TS, N264TS, N266TS, N268TS respectively). This fleet was augmented by the acquisition of three other aircraft (XX505-507) and a number of CC.1s were eventually re-engined with Garrett TFE-731 turbofans, first introduced on the HS.127 Series 700. Some references show these aircraft with the designation CC Mk 1A; this was, however, never officially taken up.

Next in line was the CC Mk 2, based on the HS.125 Series 600. After acquiring an initial batch of two aircraft (XX507, 508), the RAF operated a further four examples (ZAI17-ZAI20). The first pair were delivered towards the end of April 1973 and differed from the CC.1s in having a fuselage extended by two feet (61cm), a revised nose (including the elimination of the bubble cabin hood) and enlarged vertical tail surfaces above the tailplane. Range was increased by the introduction of a 227-litre fuel tank in the dorsal fin fairing. Originally powered by a pair of Rolls Royce Viper 621 turbojets, some CC Mk 2s were also converted to turbofan power.

The final transport version, known as the CC Mk 3, was based on the Series 700 version of the HS.125 that appeared from the outset powered by a pair of TFE-31-3 turbofans. Apart from the engines it was externally identical to the Series 600, and practically indistinguishable from the re-engined CC Mk 2s. Six CC Mk 3s were ordered for use by No.32 Squadron (ZD620, ZD621, ZD703, ZD704, ZE395, ZE396), with deliveries being effected between November 1982 and February 1984.

OTHER HS.125S

A 600B Series example serialised ZF130 was obtained by the MoD (Procurement Executive) to operate as a Sea Harrier avionics and systems development platform, operating at the BAe Dunsfold assembly line. This aircraft had already flown as HZ-DAC, HZ-SJP and G-BLUW.

Probably the most colourful HS.125 to be operated by the RAF was XW930. Bearing construction number 25009, this HS.125 Series 1B (previously registered G-ATPC) was assigned to the Royal Aircraft Establishment (RAE), Bedford. During its period of service this aircraft was seen in various guises, fitted with all sorts of electronic and experimental equipment. It was also interesting for a number of changes in its livery. XW930 ended its days on the scrapheap at Portsmouth in June 1997. ■

ACKNOWLEDGEMENTS:

For their assistance in providing information and photographs: David Fleming, Tim McLelland, Stephen J. Muscat, David Spiteri Staines, MoD/RAF Cranwell





B.Ae 125 Series 2/Dominie T.I, XS710 (second production aircraft), 1965. Aluminium paint overall with tarnished natural metal leading edges; white cabin roof. Dayglo Orange nose band, fin area and outer sections of wing upper surfaces; anti-dazzle panel and serial in black, the latter repeated under the wings. Underside of ventral fairing in grey



B.Ae 125 Series 2/Dominie T.I, XS738/L, No. 1 Air Navigation School, 1967. Light Aircraft Grey undersides and wings with Gloss white fuselage top and vertical tail surfaces; Signal Red cheatline and patches on fin. Natural metal flying leading edges and control surfaces. Roundels in six positions, those on fuselage outlined in white; code 'L' in white on fin, repeated on nose. ANS crest on port side only, below first window



B.Ae 125 Series 2/Dominie T.I, XS735, Royal Air College of Air Warfare, 1968. Standard scheme; CAW crest below third window

B.Ae 125 Series 2/Dominie T.I, XS727/D, No. 6 Flying Training School, 1973. Standard scheme. Note thin Light Aircraft Grey band above the red cheatline



B.Ae 125 Series 2/Dominie T.I, XS736, Royal Air Force College, Cranwell, 1974. Standard scheme with Arctic Blue lower section of fin, outlined in Roundel Blue; RAF College crest below first window, both sides. Note thin Light Aircraft Grey band above the red cheatline

Profiles: 1/72 Scale
0 METRES 1 2
0 FEET 3 6

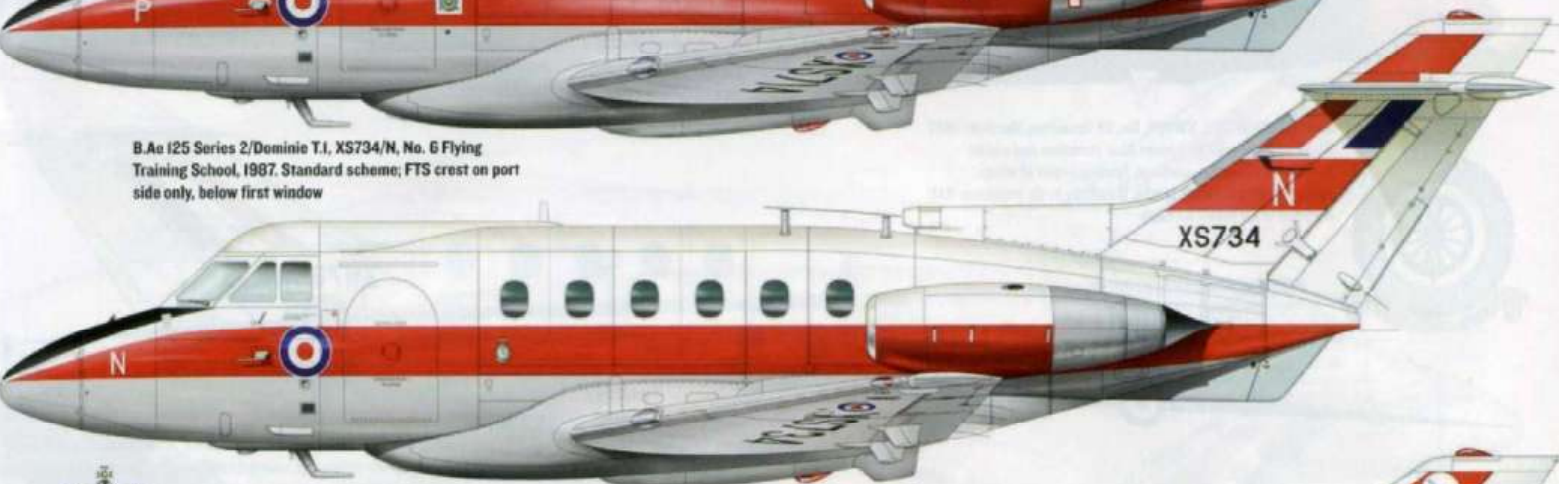




B.Ae 125 Series 2/Dominie T.I, XS714/P, No. 6 FTS, Finningley, 1986. Standard finish; RAF Finningley crest on port side only aft of the main access door



B.Ae 125 Series 2/Dominie T.I, XS734/N, No. 6 Flying Training School, 1987. Standard scheme; FTS crest on port side only, below first window



B.Ae 125 Series 2/Dominie T.I, XS713/C, 3FTS/55 (Reserve) Squadron. Standard scheme; 55 Squadron crest on port side only, below first window, and on top of fin. Note extended nose section and windows four and five blanked over



BAe 125 Series 2, Dominie T.I, XS731/J, No. 55 (Reserve) Squadron. Gloss black overall with white fuselage top decking and top of wings; natural metal leading edge to all flying surfaces. Roundels in six positions, those on fuselage and below wings edged in white; white serial and codes. Squadron badge on top of fin (both sides) and crest below first window on port side only



BAe HS.125 Series 2, Dominie T.I, XS739/F, No. 3 FTS. Same finish as above. Note silver 'bunny' on fin, with a smaller version (facing forward) ahead of cabin access door
4 Model Airplane International - August 2005 August 2005 - Model Airplane International 5
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Scale 1:48



HISTORICAL FEATURE

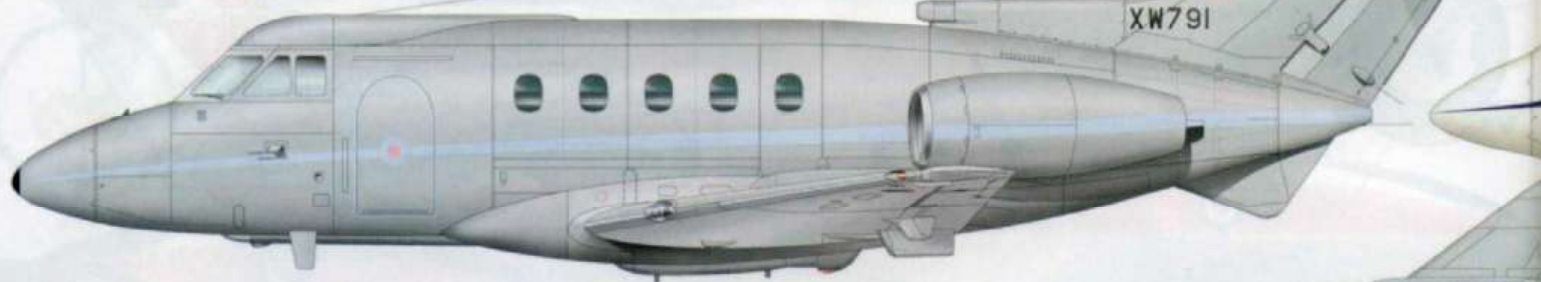
COLOUR PROFILES



BAe 125 Series 1B, XW930, Royal Aircraft Establishment, Bedford, 1988. Royal Blue/Signal Red/White fuselage with white wing tops; Signal Red tail unit and wingtips. Black anti-dazzle panel. RAE name in black above crest on fuselage; serial in white on fin and under wings. Aircraft shown as fitted with Sea Harrier FA.2 nose for testing of radar



BAe 125-400B/CC.1, XW788, No. 32 Squadron, Northolt, 1977. Gloss white overall with Ident Blue cheatline and serial; natural metal engine cowlings, leading edges of wings, tailplane, fin and fin air intake. Roundels in six positions; RAF Northolt crest below fin flash



Above and below: BAe 125-400B/CC.1A, XW791/XX507, No. 32 Squadron, Northolt, 1992. Barley Grey overall with light roundel blue cheatline; natural metal leading edges of wings, tailplane and fin. Light blue/pink national markings; serial in black



BAe 125-700B/CC.3, ZD703, No. 32 Squadron, Northolt, 2003. Gloss white overall with Insignia Blue/Silver cheatline; Signal Red entire upper tail unit and wings. Natural metal wing and tailplane leading edges; roundels in four wing positions. Union Jack, outlined in white, on fin; serial in black. No. 32 Squadron crest aft of cabin access door

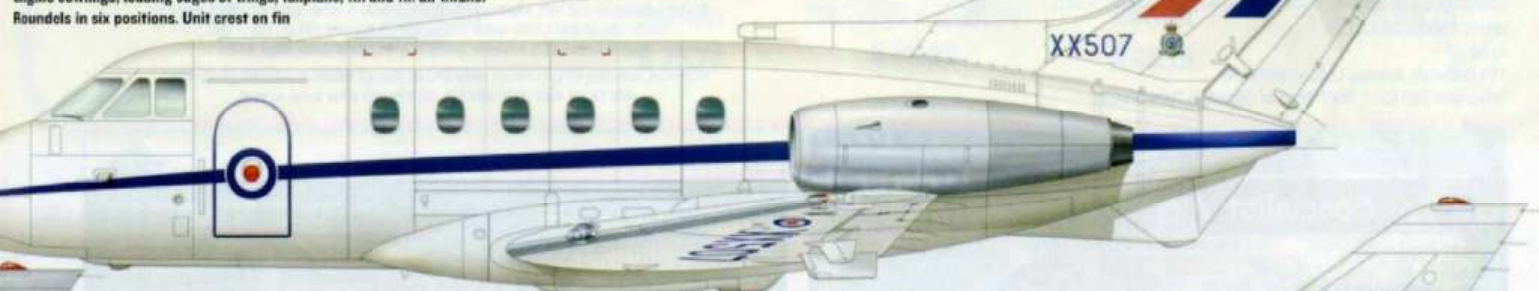




B.Ae 125 Series I, XW930, Royal Aircraft Establishment, Bedford, 1985. Light Aircraft Grey undersides and top of wings with white fuselage top and engine nacelles; Signal Red top section of tail (including horizontal surfaces) and wingtips. Roundels in six positions, those on the fuselage edged in white; RAE lettering in black. Serial in black repeated under the wings



Above: B.Ae 125-400B/CC.1, XW789, No. 32 Squadron, Northolt, 1988. Gloss white overall with Ident Blue cheatline and serial; natural metal engine cowlings, leading edges of wings, tailplane, fin and fin air intake. Roundels in six positions. Unit crest on fin



Above: B.Ae 125-600B/CC.2, XX507, No. 32 Squadron, Northolt, 1973. Gloss white overall with Ident Blue cheatline and serial; natural metal engine cowlings, leading edges of wings, tailplane and fin. Roundels in six position; RAF Northolt crest on fin below fin flash



Below: B.Ae 125-700B/CC.3, ZD620, No. 32 Squadron, Northolt. Gloss White overall with roundel blue & red cheatline; blue/red roundels in six positions. Natural metal leading edges of wings and tailplane; Union Jack on fin. Serial in black; 32 Squadron crest aft of cabin access door



B.Ae 125-700B/CC.3, ZD621, No. 32 Squadron, Northolt, 1992. Barley Grey overall with pale roundel blue cheatline; natural metal wing, tailplane and fin leading edges. Pink/Pale Blue roundels and fin flash; serial in black

Scale 1:48



BUTCHER BIRD II

I often begin my articles with a short history of the aircraft in question, however, far better writers than me have done volumes of historical facts on the whole of the Fw 190 series. This renders the little that I could tell you here pretty pointless, so instead I'll tell you about the first time I encountered any of this family of 'Butcher Birds' in the flesh.

**BUILT & WRITTEN BY STEVE EVANS,
FROM THE UNITED KINGDOM**

Picture the scene; I am an 18 year-old apprentice, working on the RAF camp at St Athan in South Wales, it's the early 1980s and I've had my head full of aircraft for as long as I can remember. Walking between two of the hangers my ears are suddenly assaulted by the most wicked, crackling howl of a noise. In some confusion I seek out the source of this incredible sound and find myself stood not ten feet from a freshly refurbished Fw 190S, the two-seat trainer and squadron hack. The fitters who had been bringing this particular machine back to life had pulled it out of its lair and into the pale winter sun to give it its first airing and engine runs.

The noise from the big BMW radial was incredible, a strange mixture of mechanical torture and an almost animal howl of rage. I stood gaping, slack jawed in amazement as it trembled in front of me straining at the chocks to be free, to hunt the skies...or so it seemed to my fanciful (read 'daft') young mind. What the flight line of a whole squadron of these things must have sounded like is anyone's guess but I can tell you that I couldn't hear properly all day.

From that moment on the rather brutal lines of the Focke-Wulf Fw 190 have made it my favourite amongst the Luftwaffe single seat fighters, so as you can imagine, I was more than pleased when our esteemed Editor placed Tamiya's new boxing of the A-8 into my grubby little paws.

SO WHAT DO YOU GET?

The Tamiya boxing and presentation of their kits is always typically Japanese, technically brilliant and stylish with it. The new kit is no exception, with atmospheric box artwork and beautifully packaged interior. You get the usual fine looking grey plastic, which is well detailed and without any kind of deformities or sink holes that I could find, although surprisingly there is a tiny amount of flash on some of the parts. This is not really too surprising as a couple of the sprues are reissues from earlier kits that were originally produced in 1994/95.

You also get a lovely two-sided A4 sheet for the painting and marking guide, a fine looking set of decals for five different machines, a pair of stickers for the fuselage side wall reinforcing plates and a little set of masks for the transparencies. Lovely.

BUILDING THE 190

Tamiya have a reputation for building some of the finest fitting kit parts in the business and to be honest, it's a real disappointment if they don't fit. No such worries with the initial phases of the build process. The cockpit is made up of seven parts and they slot together without drama. Tamiya provide a decal for the instrument panel (as usual) and this can be applied over the raised detail of the moulded fascia and set into position with Microscale setting solutions for a pretty good effect. Tamiya

MODEL INFO

SPEC: Tamiya 1:48 Focke-Wulf Fw 190A-8
A-8/R2 KIT NO: 61095 **MATERIALS:** IM
AVAILABLE FROM: The Hobby Company Ltd (UK Distribution) and Tamiya stockists worldwide **PRICE GUIDE:** £22.99



YOU WILL NEED...

Before starting:

- Cyanoacrylate
- Plastic Weld liquid cement
- Masking tape
- Scalpel
- Tweezers
- Tamiya masking tape

Dimensions

Span - 34ft 5 1/2in
 Length - 29ft 4 1/8in
 Dimensions - 1:48
 Span - 218.8mm
 Length - 187.5mm

Recommended paints:

Tamiya acrylics:
 X19 Smoke

White Ensign enamels:
 ACLW02 RLM 70
 ACLW13 RLM 74
 ACLW14 RLM 75
 ACLW15 RLM 76

Halfords acrylic spray:
 Grey Plastic Primer

Daler Rowney oils:
 034 Ivory Black

Lifecolor acrylics:

LC02 Black FS37038
 LC01 White FS37295
 LC22 Red FS38913
 UAO42 Chrome Yellow FS13432
 UAO71 RLM 02 FS36165

Humbrol enamels:

53 Gunmetal
 56 Aluminium
 67 Tank Grey
 92 Iron Grey
 129 Gull Grey
 191 Chrome Silver

Recommended Pastels:

Daler Rowney:
 #73 Warm grey

Winsor & Newton:
 #227.3 Yellow Ochre
 #411.3 Burnt Sienna
 #704.5 Grey



Tamiya have been clever in slightly modifying their existing A-series airframe and combining it with parts from the F-8 to at last offer the A-8

ALSO RECOMMENDED...

Reference books - Too many, so here's our selection:

- Focke-Wulf Fw 190 In Action No.170 by B. Filley (Squadron/Signal Publications 1999)
- Focke-Wulf Fw 190A, Aero Detail No. 2, (Art Box Co., Ltd)
- Focke-Wulf Fw 190A: An Illustrated History of the Luftwaffe's Legendary Fighter
- Aircraft by D. Hermann, U. Leverenz & E. Weber (Schiffer ISBN: 0-7643-1940-X)
- Focke-Wulf Fw 190A/F by M. Laing & E. Brown, Walk Around No.22 (Squadron/Signal Publications 2000)
- Focke-Wulf Fw 190A/F/G, Part 1 Monografie Lotnicze No.17 (AJ-Press)
- Focke-Wulf Fw 190A/F/G Part 2, Monografie Lotnicze No.18 (AJ-Press)
- Fw 190 & Ta 152 'Aircraft & Legend' by H. Nowara (Haynes Publishing)

'THE' GUIDE FOR THE FW 190A

If you have a liking for the Fw 190 then you really should consider investing in this excellent title from Schiffer specifically on the A-series. It is packed with historical and technical facts and period images and diagrams. It covers all the V-series and pre-production airframes as well as each of the main A-series sub-variants and is a must for Butcher Bird fans.

If you are in the UK or Europe

for more details contact Bushwood Books on 020 8392 8585 (Email: info@bushwoodbooks.co.uk), while all other enquiries should go to Schiffer (Tel: 610 593 1777, Email: info@schifferbooks.com or visit www.schifferbooks.com)



"Tamiya seem to be alone these days in providing crew figures to go with their machines and I thought 'why not', it'll make a change to see a pilot in place, so he got painted and positioned with the rest of the cockpit components"

The decals were a bit of a struggle in this kit (see main text), maybe Tamiya have changed their printers recently?



STEP BY STEP GUIDE - ASSEMBLING AND MASKING



The box contents have a uniquely Japanese feel to them, I've heard it described as Technoclass and that fits nicely



The interior is fairly simple but well done all the same. I really should learn how to paint figures though



The little sticky reinforcing plates are a good idea that work well...as long as they stay stuck!



The inserts and gun barrels for the different weapons fit. It's a good idea and one that allows for a large number of variants from a single moulding

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



Straight from the box a nice little replica of the A-8 can be built. There is potential for additional details and the aftermarket manufacturers will probably offer all sorts of goodies before too long

seem
to be
alone

these days in providing crew figures to go with their machines and I thought 'why not, it'll make a change to see a pilot in place' so he got painted and positioned along with the rest of the cockpit components.

The fuselage halves need slight modifications before they go together, namely the addition of the sticky patches on the sides, which need to be cut from the little sheet. Even though they seem to stick quite tenaciously I wonder about the long-term effectiveness of these bits, they'd better not peel off after a couple of months or I'll be well miffed! Of course, those patches aren't for all the versions in the box so you might not need to use them, but other

options will arise, namely the wing guns. You basically have two options; the 20mm MG151s or the 30mm Mk108s for the outer wing positions. These options come with bulged inserts, ejector slots, barrels and shrouds for both versions. No fit problems but there are a few under wing inserts on the sprues so make sure you pick the right ones for the right gun options.

The main structure of the wings is straightforward with a small insert to be added for the central divider of the main gear bay. Don't forget to open out the hole for the central stores rack as well or you'll be kicking yourself. This subassembly slots onto the made up fuselage and has very good joints around the wing roots but the joint at the rear lower fuselage is pretty ragged. I sorted this by cutting out the area with a razor saw and filling it in with a strip

of 30 thou plasticard. Quick and simple, just like me.

The next part to be looked at is the power plant. The mouldings and details for the BMW radial are quite nice and benefit from a dry brush of silver enamel over a satin black base coat. You won't be able to see much of it when it's all in place because of the cooling fan on the front, but it looks pretty decent anyway. It fits onto the fuselage front and the cowling slots over it and here came something of an odd problem. I've no idea exactly what the problem was but for some reason the cowling just didn't want to sit in the correct position. Eventually I got it into something like the right place but I'm a bit mystified what was wrong there, just one of those things I guess.

That's it for the main construction and by now the paint job is calling.

which needs the canopy fitted to get the paintwork right. This means the use of Tamiya's supplied canopy masks and I have to say that even though you have to cut them yourself, they fit beautifully. They're not quite the same kind of tape as the stuff you get from them on the rolls but it's just as good. I fancy it's also a little stickier which is a bonus for this kind of job.

COLOURING IN

The basic colour scheme for Unf. Willi Maximowicz's aircraft is the standard RLM74/75/76 pattern, livened up by a white fuselage band and the black engine cowling. It's going to look very 'Teutonic' and quite striking with the German markings in place.

It all starts with a good scrub down and an undercoat of Halfords Grey Plastic Primer, followed by a bit of pre-



The main wing construction is pretty straightforward, no nasty surprises anywhere



The only really rough joint is this wing fillet to rear fuselage one. I found it easier and a lot quicker just to make a plastic insert for a slightly widened gap



The engine is reasonably well moulded but any more would really be a waste as it will be 90% hidden behind the cooling fan on the finished item



The Tamiya supplied canopy masks aren't pre-cut which would have been nice, but if you follow the lines you won't go wrong. They actually fitted surprisingly well and worked a treat in the end

"The camouflage job starts with RLM 76 over the whole of the underside and fuselage/vertical fin, and this of course is where the pre-shading technique really works well."

shading with satin black acrylic. I'm not sure how the pre-shading is going to work with the camouflage pattern but we'll give it a go anyway. Whilst I was using the black I also sprayed the engine cowling, which could stay taped up then for the rest of the paint process.

The camouflage job starts with RLM 76 over the whole of the underside and the fuselage/vertical fin, and this of course is where the pre-shading technique really works well. Using the Tamiya painting guide I applied the RLM 75 in the basic pattern, including the rear of the fuselage spine and a light mottling for the fin and fuselage. RLM 74 is then used to finish off the pattern and the remaining fuselage mottling.

The centre area of each panel gets a light dusting of the base colour, mixed with about 5% RLM 76. This makes a colour a shade lower to accentuate the structure. The underside stays just plain RLM 76 because I wanted that to look a bit grubby in the end and lightening any of the areas might make it all look a bit too bright.

I'm a big fan of White Ensign enamels and their colour matching is just tremendous, the paints spray very nicely and they thin out very well for doing the mottling. The Tamiya directions for this bit are a bit vague, showing only a kind of generic pattern, however the Classic Publications Jagdwaffe Vol.5 Sect.3, does have a great set of photos of this particular aircraft, as well as a full-colour side profile from Tom Tullis on page 229. These show that the pattern of mottles on Maximowicz's aircraft had a distinctive arrangement on the right hand side. I tried to follow that as closely as I could, with a bit of artistic license to do the left hand side in a similar pattern.

This only left the white fuselage band as the final paint job, but I had something of a problem. The photographs I used as reference show the fuselage cross as having a dark interior portion, as indicated by Tamiya, probably in the RLM 74, however, I knew that if I tried to mask off the decal and spray, I'd end up just tearing it, things like that never go to plan for me. So I took the long way round and cut a mask for the cross, applied this as well as the stripe and then remasked the white areas and sprayed the RLM 74 onto the interior segments of the cross. It worked out pretty well in the end, and although maybe not as crisply as I would have liked, it still looks the part.

Masking removed it was time to do a bit of messing about. First off is a liber-

al sprinkling of paint chips using a soft silver pencil, easy to do and they look great. This is followed by a light spray of Tamiya X19 Smoke along the major panel lines and around the gun muzzles and ejector slots. A touch or two of grey pastel dust is then brushed onto a few of the grubbier areas and hey presto, the first layers of the weathering are done. The whole kit is then coated in Johnsons Klear and the decals are brought into play.

MARKING UP.

The decal sheet from Tamiya is very nice indeed, five versions are on offer and the sheet has all the stencils and national markings required. They look thin and slightly glossy and they work pretty well apart from the fact that

they are a little on the delicate side. One of the black exhaust panel decals started coming apart within seconds of being positioned and it continued to split and cause me a real headache. I finally managed to get all the little bits into position (mostly) and carried on with the rest. The decals proved to be quite hard to move around and are a departure from Tamiya's usual type of markings. They are definitely thinner and better looking when they're done but just a little more difficult to use. They reminded me of Hasegawa decals, I wonder if Tamiya have changed their printers?

With a good lathering in Microscale setting solutions they all settled down very well indeed and showed absolutely no silvering, even the tiny stencils. I



STEP BY STEP GUIDE - PAINTING & FINISHING



All together and ready for paint. Like all Tamiya kits it's a doddle to construct thanks to some fine mould making



Undercoat and pre-shading. I think I should have been a little heavier with the black lines for the upper surface to cope with the camouflage pattern and the varying thicknesses of paint



The basic colours and pattern, all done freehand with the airbrush to get very soft demarcations between the RLM 74 & 75



Bagged up, taped up and ready for the white markings. Some people never seem to use much masking when they spray, me, I like to cover everything because I'm clumsy

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



The modifications made to the tooling have at last allowed Tamiya to produce the variant that all Luftwaffe modellers have been waiting for, and it was well worth it!



Tamiya kits are such quality products that they build so well from the box that the only thing you get left to do is the painting and weathering, which is make-or-break with any WWII subject



The final colour scheme with lightened panel centres and Tamiya X-19 Smoke lightly applied to the panel edges



The undercarriage units are good mouldings but they still need a couple of wires and tubes



In place and hopefully at something like the right angles. Note the tail-wheel retraction wire attached to the scissors link



Tamiya have persisted in supplying figures in their kits and it does make a change to see someone actually sat in the cockpit, although I'm not sure that he actually looks like Uffz. Willi Maximowicz

❶ Wear the right protective clothing when advised

"The exhaust staining was quite liberally applied with a mixture of 60% Dark Earth, 20% black and 20% Gunmetal enamels along the inner wing root. Some of the Luftwaffe aircraft from this period are absolutely filthy, but I manfully restrained myself!"

Steve added details to the undercarriage in the form of an information placard, hydraulic lines and the electrical lead to the micro-switch



STEP BY STEP GUIDE - PAINTING & FINISHING



The aerial arrangement for the rear fuselage; wires above and a little whip aerial below



The drop tank on the centre line stores rack could be as mucky as you want. Some of the pictures from 1944/45 show these to be seriously filthy with petrol, engine oil and who knows what

The spiral decal for the spinner actually worked this time. It took lots of Microscale softening solution mind you, but it looks the business



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



— would say that even though you have to be a bit more delicate in the handling of these decals they are a definite improvement. I even had success with the yellow spiral that fits around the spinner, it did take a good day of soaking in the Microscale softening solution mind you, but at least it worked, which is probably a first for me. All in all these are a fine effort from Tamiya.

THE UNDERCARRIAGE

With the markings and most of the painting done it's time to turn my attention to something that needs a bit of detail work doing to it: the undercarriage.

The main wheel bay is reasonably well detailed with both raised and recessed parts, some good rib work and

even a few moulded wires. This area is given a coat of Lifecolor RLM 02 acrylic (FS 36165), followed by a wash of black oil paint and then a dry brush of Humbrol 129 Light Gull Grey. To me this gives a nice representation of the grey/green colouration of the RLM paint.

The undercarriage legs are given exactly the same treatment, as are the insides of the main leg doors. Once dry it's time to look at a bit of needed detail. The easiest part of this is the addition of two little data plates on the front of each leg. These are nothing more than a small square of silver enamel, carefully overpainted with matt black acrylic and then the acrylic is picked off with a needle to represent the writing. Simple, quick and they look good too.

The legs need a hydraulic brake line added, which again is quite a simple thing to do. It's nothing more than a short length of fuse wire, cut and shaped to fit and attached with little drops of superglue. The wire can be left unpainted, as it was a rigid pipe, apart from the top and bottom portions, which are touched in with matt black acrylics to represent the flexible hose bits.

Next up are the wheels themselves, which have black hubs and tyres; the hub is given a very light brushing of Humbrol 56 and the wheels dry-brushed with Humbrol 92 Iron Grey. The wheel hub gets a little data plate and a red tyre slip indicator. (This was a device painted onto the tyre and the wheel hub when the tyre was originally fitted. It tells the service crews if the tyre has 'slipped' around the wheel at all, if it has then it will need to be resealed on the rim.)

The final areas to get the detail treatment are the little scissors links that connect the main leg to the actuating motors (parts A22 & A23). These are nicely moulded but they do need a small length of electrical wiring added that connects to the micro-switch sat on the joint. The link on the right hand wing also needs to have a connecting rod and a length of wire (stretched sprue) attached. The wire feeds up into the undercarriage bay and on the real thing is actually the tailwheel retraction mechanism and is only attached to the right hand link.

With that lot done it only needs everything assembled and carefully positioned to make sure that the characteristic undercarriage angles are created. This is actually not a strong point of this kit as the location spigots for the main legs are a bit vague, allowing them to be set at any number of angles, so you've got

to be cautious here. A little care and a lot of superglue later it's all looking pretty good so it's on to the finishing up process.

FINISHING OFF

The finishing process for this one is not too complicated, it involves fitting the airdials, pitot tube and the 20mm gun barrels that I removed a little earlier in the process...well OK to be honest I was a bit clumsy and snapped one off so I thought I'd better take them both out of the way. After that there's a few touch-ups in the paint work to do and the drop tank is put into place, suitably made to look a bit mucky with a combination of Tamiya X19 Smoke, oil wash and pastel dust.

The exhaust staining is then quite liberally applied with a mixture of 60% Dark Earth 20% black and 20% gunmetal enamels along the inner wing root, some of the Luftwaffe aircraft from this period are absolutely filthy but I manfully restrained myself. Once dry, the whole kit is given a coat of Johnsons Klear to even out the surface finish before the final spray of Xtracrylix matt acrylic varnish. A night in the airing cupboard then followed to set everything off properly before the real final steps.

This involves the transparencies, the removal of the masking, tidying all the edges and then the repositioning of the main canopy to show off the interior and Unf. Maximowicz, in his office. The canopy of course needs an aerial wire to run from the little pulley above the pilot's head to the tip of the post on the fin. I always use fishing line for this and it really is a simple job.

That done it's time for a stiff drink and a critical eye over the finished model. ■

FINAL VERDICT

■ Well, what do you think? Personally I like the look of the final result. It certainly captures the aggressive, slightly ungainly look of the real thing. The Tamiya mouldings have some nice detail and it does go together reasonably well. It's not up to the fit and finish of the latest releases like their family of P-47s but that's not surprising as it's a kind of homologation of different, earlier kits, plus some new injected sprues. The decals look great even if you do have to work a little harder at getting them to be just right but that's no big problem and the choices in the box are varied and interesting to look at. All in all this is a pretty fine effort from Tamiya, it's not their best but as I said at the beginning of the article, this is my favourite Luftwaffe fighter*, and this has to be my favourite kit of it as well.

Was it worth the money? ...Every penny!
Worth the effort? ...Every minute of it!

*Oh alright, so the D-9 long-nosed version is my all time favourite but this A-8 is in the same family isn't it?



The overall 'sit' and 'look' of the Butcher Bird is very well captured with this kit. Compact dimensions and a powerful engine are the order of the day

PAINING RESIN COCKPITS

PART I

BY JEROEN VEEN
FROM THE NETHERLANDS

WWII: Aires P-38 Lightning

Some built and painted aircraft models seem to work like a magnet; you see them and you just keep on looking. I think this has something to do with 'layers of interest'. After your eyes have been pleasantly surprised by a first impression, you just go on discovering more and more stunning detail. Who wouldn't want that in their own models?

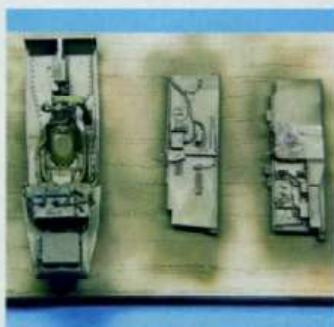
For example: the out-of-the-box cockpits of plastic models are getting better and better, but adding extra detail with resin aftermarket sets is tempting and easy to do. Or is it? Building and painting resin cockpit sets may look very difficult because there are certain areas that need extra

attention to get right. But with some patience you can achieve a lot, and to have all that detail in your model really is rewarding.

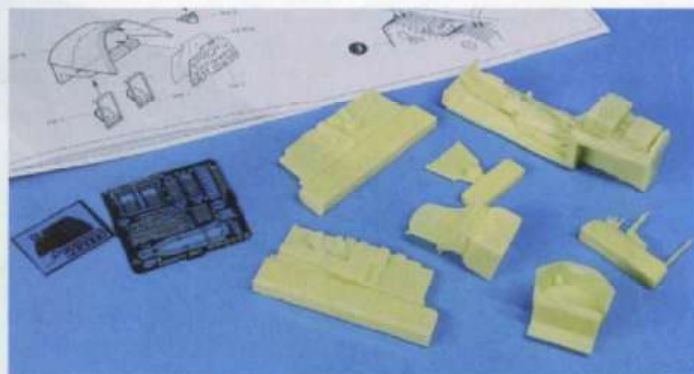
A lot of readers have been asking for a step-by-step approach to building and painting resin cockpits. So here it is. We will kick off with a look at WWII cockpits, and the model of choice here is the 1:48 Aires P-38 Lightning set. Please remember that there is no one style in building and painting, neither is the one presented to you here to be considered 'the' way to do things. However we do hope that it gives you some inspiration to tackle a resin cockpit and that this helps you to find out what works for you so you can develop your own style. Happy modelling!



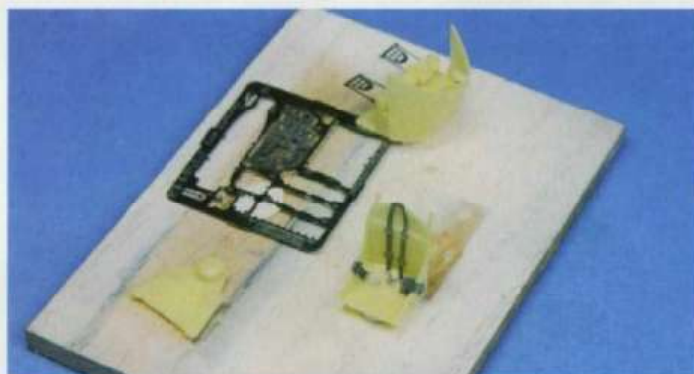
Next step is to airbrush a base coat of dark green, in this case a mixture of Humbrol 179 (French Artillery Green) and Humbrol 33 (Matt Black). This is a normal airbrush mixture. I always start with the places that are hard to reach. This way I can avoid build-up of too much paint on the rest of the parts. Once all difficult areas are ready I concentrate on the rest of the parts. After this first layer has dried I airbrush on a mixture of Humbrol 179 and Humbrol 24 (Matt Yellow). This is what you see in the photo. The mixture is fairly thin and it is important to limit the application to the higher and open areas.



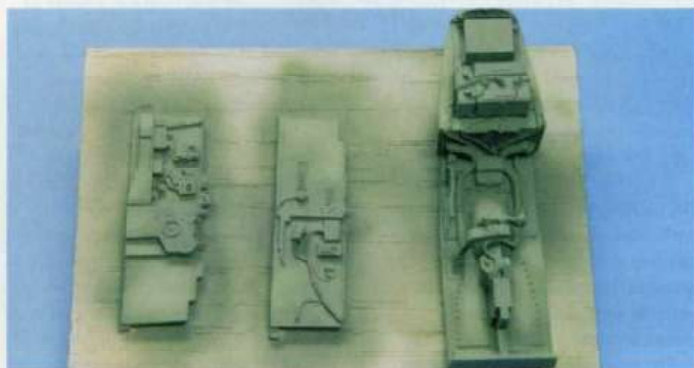
Worried about the messy look of the parts? Don't be. After all has dried it will be OK. On to the first round of drybrushing!



The 1:48 Aires P-38 Lightning set in which you will find resin components (floor, side panels, instrument hub, seat), photo-etched (safety harness, instrument panel, switches), acetate film with all the dials plus a very well laid-out set of instructions – not all resin kits have instructions that well executed. One of the pitfalls that will have to be tackled is that these components only go together with cyanoacrylate glue, so you have to be pretty sure that it all fits well. Normally there are no second chances with these glues. Don't worry about it for the moment, however.



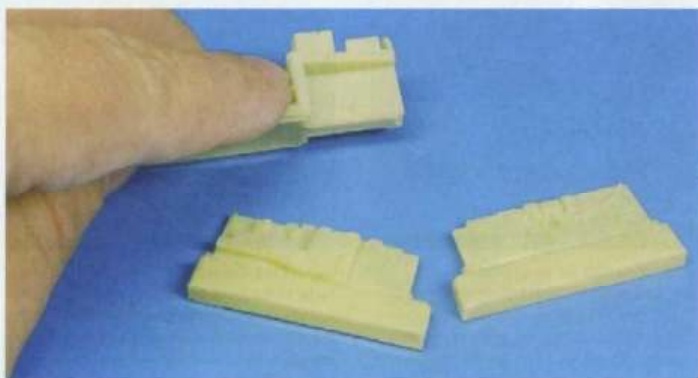
When you are quite sure that everything will fit it is time to attach the smaller parts. Use small amounts of glue. All etched and kit parts have been glued on, with the exception of the etched instrument panel. This will be glued on later, together with the film carrying the dials. As you can see all the parts have been attached with Blu-Tack to wooden panels for ease of handling during the painting stages.



Here you see the end result of the previous step: a base coat of dark green on which a mixture of yellow and green patches has been airbrushed. By limiting the lighter coat to open and higher areas and staying away from recesses the first perception of depth is being created. The next steps are washing and drybrushing, meant to further enhance contrast and bring out the magnificent detail – the reason to opt for a resin cockpit set in the first place!

LEFT: Drybrushing is a technique that can be used for highlighting details. With washing you are working towards darker and darker shades of the base color (recessed areas), with drybrushing you are working with colors that are getting lighter with each step (higher areas). You will need the unstirred pigment on the bottom of your paint jars. I almost always use Humbrols for this. Mix a color that is somewhat lighter than the base color. Here you see me using Humbrol French Artillery Green mixed with yellow oil paint. With each following drybrush phase more yellow will be added. Drybrushing needs to be done with a flat sable brush. This brush needs to be completely dry to get the desired effects. Dip it into your paint mixture and wipe it clean on a piece of paper to the point when there seems to be no paint left in the brush.

RIGHT: Now gently flick the flat brush over the part that you are drybrushing. You will now notice that the higher details (the parts that would catch light in reality) seem to tear the remaining color out of the brush, and they should get lighter. The longer you continue flicking your brush in a certain area, the bigger the lighter area will get. That is all right for now. In the end stages of drybrushing, however, the lightest colors you will only want to touch upon the smallest, highest parts of raised detail.



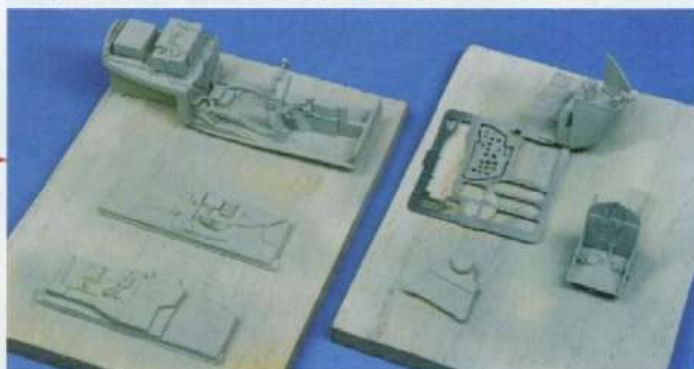
You will need to cut off the casting plugs on the resin parts, clearly visible here. For this use a diamond saw (available in every well-equipped hobby shop). A Dremel motor tool wouldn't be bad either. Do not cut off the entire casting plug at once because you will run the risk of cutting into the part itself. First use the saw to get rid of the majority of the plug. Then use the Dremel to abrade the remainder of the plug. Use fine abrasive paper to create a nice finish.



One of the major issues with resin aftermarket cockpit sets is getting them to fit. I have yet to encounter the instruction sheet that has this entirely covered. Use tape and Blu-Tack to hold your cockpit together and start fitting. Take it very slowly, step by step, and make sure that you do not cut away too much. It is a tedious process, but this is the time to get it right. You will need to make sure that you don't have to use lots of glue or find yourself sanding previously painted areas at a later stage. The only thing that almost always applies is taking away all detail on the inner side of the plastic parts in the cockpit area. For the rest, test fitting is the name of the game.



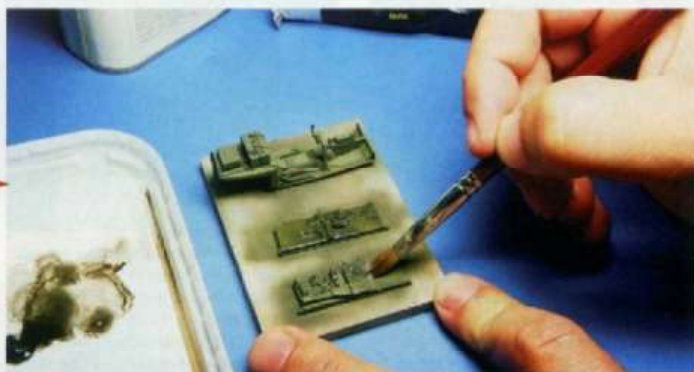
Airbrushing Humbrol 1 (Grey Primer). I always put on a coat of primer, primarily because it provides a solid base for the following paint job, which is rather extensive, but also....



... to get a good look at all the detail that is on the resin parts. Because all parts have a matt and even coat of paint it is easier to see even the smallest bolt. Here you see all the parts after they have been airbrushed with primer.



On to the first wash. I cannot emphasize enough the importance of only starting the next step after the previous one has fully dried and hardened, a process that might take up to 24 hours. The first wash consists of Sepia oil paint, thinned with turpentine or equivalent. It's hard to give you a mixture ratio, but it might be 95% turpentine and 5% oil paint.



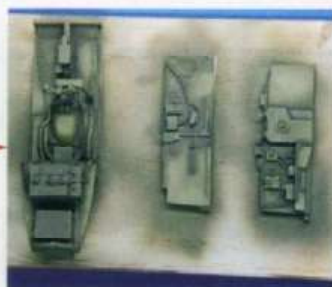
Make sure that the first wash covers all the previous paintwork. Notice that at this stage I use a fairly wide brush. I do not wipe off any of the paint after this first application; just let it work its way in. The main criteria to judge whether you are on the right track is that you should have a build up of a darker color around details and the more 'open' parts should have their green base colour shining through.



Second wash, to create even more depth. As you see I use a pointed brush this time. This is because good control is necessary over where this wash should go. Limit yourself to the borders of raised detail and the deepest recesses. This wash consists of a mixture of Sepia oil paint, Humbrol 33 (Matt Black) and thinner.



Just as the first one, this wash also should be very thin. When your brush is loaded with the wash it should be enough to touch the detail with the tip. The wash should leave your brush automatically and flow around the details on its own. Keep in mind that after drying this wash will not be as dark as it has looked during application.



All has dried after the second wash. Notice that some of the borders between the different colours may look a bit messy and hard. The next layer of drybrushing will bring this all together though. Of course, as stated before, your mixture of Humbrol 179 and yellow oil paint needs to be lighter than the first round.



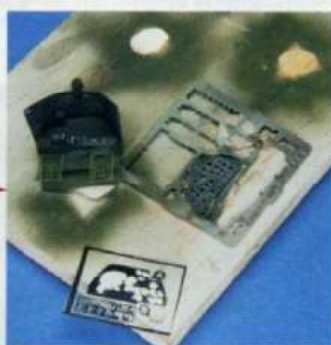
This is the end result of my 'light and dark' game as far as the green base colour goes. The result has been achieved after two rounds of drybrushing and two rounds of washing. I found this to be enough, but basically you can repeat these steps with subsequently lighter and darker colours up to the point you are satisfied. Just remember to make sure that each previous step is completely dry before continuing.



All detail that should be painted black has been picked out. Never use pure black though, because you might end up with charcoal lumps in your cockpit. Even in the darker colour ranges you should look for depth. Therefore I opted for Humbrol 66 (Matt Panzer Grey), applied by brush. The hoses on the floor are painted with a mixture of Humbrol 29 (Matt Earth Brown) and Humbrol 33 (Matt Black).



All parts that have been painted grey and Dark Earth Brown have received their wash. This is Humbrol 33 (Matt Black), substantially diluted with thinner. The more you apply this wash, the darker everything will get of course. I limited this wash to only one round. Now all major colours have been applied I concentrate detail painting on the subsequent sub-assemblies.



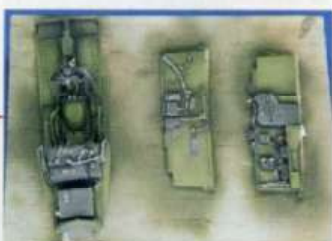
The first sub-assembly to be tackled is the instrument panel. The backside of the film with the dials has been painted white. When flipped around you will have some beautifully detailed instruments. The etched dashboard has been dry-brushed very carefully with pure white, bringing out the instrument faces. The same goes for all switches on the column above the rudders.



The drybrushing in the previous step makes it easier to identify where all the switches are. Carefully pick each individual switch with some Humbrol Matt White. Then add color (mostly red and yellow) wherever necessary. Reference books or the Internet can be very helpful here. Glue the film and etched dashboard in place.



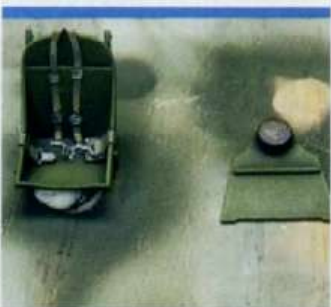
Second sub-assembly; the cockpit floor and side panels. First, paint all wiring with a mixture of Humbrol Matt White and Humbrol 26 (Brown). After this has dried give the wiring a wash with Raw Umber oil paint, accentuating individual wires. The hoses on the cockpit floor have been drybrushed with Humbrol 62 (Matt Sand).



Detail painting of the second sub-assembly. Silver, copper, red, white and light blue are the main colours here. Just follow your references. Sometimes colours appear too bright. A bit of toning down with a subtle dark wash can help to correct this. It is all a matter of taste, however.



Last sub-assembly; the seat. The safety harness has been brush painted with a mixture of Humbrol 33 and Humbrol 93 (Matt Brown). The headrest has been undercoated with Humbrol 33.



Compare this to the previous picture. The headrest has now been painted with Burnt Sienna oil paint. The safety harness has been painted with thinned down Humbrol 93. Depth has been created by applying more paint in the middle of each seat belt in such a way that the belts are rather dark where the buckles are. These are painted with a mixture of Humbrol 11 (Silver) and Raw Umber oil paint.



Layout of all the sub-assemblies. Only one thing to do now...



Chipping. This has been done with a mixture of Humbrol 11 (Silver) and Burnt Sienna oil paint. For chipping use a fine pointed brush (1 or 0). Keep it subtle and make little specks in the places that are exposed to wear and tear. This is one area where you should hold back, you could pass the point of 'too much' very quickly.



The cockpit sandwiched between the two fuselage halves. This is where all the test fitting in the earlier stages will pay off. In this case I had to do a minimum of abrasion to get it all to fit. After a fair amount of work (or should I say: a 'fun' amount of work) you will definitely be rewarded with a beautiful resin aftermarket cockpit that will attract many viewers.

The cockpit components on their way to be glued together. Resin can only be glued with cyanoacrylate, which is very unforgiving. Because this particular cockpit set is box-shaped I applied the glue on the outside; the capillary action will let it flow between the joints. Take care now; don't spoil all that beautiful paintwork with glue stains.

FOCKE WULF

Fw190

A8/A8R2



THE
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ASSAULT ON THE FLYING FORTRESS!

1/48 scale FOCKE-WULF Fw190 A-8/A-8R2 (Item 61095)

Flight of the Sturmjäger

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

Choice of 5 markings
including 11/IV/JG3

Comes with full scale
painting guide and
masking seal for canopy

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, INC.

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

■ **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

■ Below are listed all kit releases since our last edition, thus covering 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
Aerotech	1:32	32002	R/WM/PE/VF	Henshaw Mew Gull	£124.95	NT
Airfix	1:72	07004	IM	BAC TSR.2	£16.99	NT
Airfix	1:48	05113	IM	V.S. Spitfire Mk IX	£10.99	RT
AMC	1:72	7203	R/PE/VF	Zlin Z226 T 'Trenor'	£18.30	NT
AML	1:72	72010	IM/R/PE	Dassault Mirage IIICJ 'Shahak'	£12.30	NT
Anigrand Craftwork	1:72	2050	R/PE/VF	Vought XF7U-1 / F7U-1 Cutlass	\$40.00	NT
Arii	1:144	30021	IM	Bell P-63 Kingcobra	¥200	RE
Arii	1:144	30022	IM	Curtiss SB2C Helldiver	¥200	RE
Arii	1:144	30023	IM	Curtiss P-40 Warhawk	¥200	RE
Arii	1:144	32021	IM	Mitsubishi Zero Fighter Model 32	¥200	RE
Arii	1:144	32022	IM	Nakajima Ki-84 Hayate	¥200	RE
Arii	1:144	32023	IM	Nakajima NIK2 Shiden-Kai	¥200	RE
Arii	1:144	32024	IM	Aichi D3A Type 99	¥200	RE
Arii	1:144	32025	IM	Mitsubishi A6M2-N Type 2 Seaplane Fighter	¥200	RE
Arii	1:144	32026	IM	Nakajima B5N2 Type 97	¥200	RE
Arii	1:144	32027	IM	N.A. P-51D Mustang	¥200	RE
Arii	1:144	32028	IM	Focke-Wulf Fw 190A	¥200	RE
Attack	1:144	14406	IM	Aero L-39 Albatros C/ZO	£5.70	NT
Attack	1:144	14409	IM	Aero L-39 Albatros ZA/V	£5.70	NT
Classic Airframes	1:48	4107	IM/R	Fiat CR.32 'Spanish Civil War'	\$39.95	NT
Classic Airframes	1:48	4108	IM/R	Fiat CR.32 'Regia Aeronautica'	\$39.95	NT
Czech Omega Models	1:72	72226	R/PE	Bristol Bulldog IVa (Finland)	£35.75	NT
Czech Omega Models	1:72	72230	R/PE/VF	Hawker Hurricane PR Mk IIc	£30.50	RT
Czech Omega Models	1:72	72232	R/PE/VF	Lavochkin La-7S / PVRD- 430	£35.75	NT
Czech Omega Models	1:72	72234	R/PE/VF	Koolhoven FK-56 'Netherlands'	£34.35	NT
Czech Omega Models	1:72	72235	R/PE/VF	Koolhoven FK-56 'Belgium'	£34.35	NT
Czech Omega Models	1:48	48030	R/PE/VF	Borovkov-Florov I-207 Fab-250 (1939)	£62.00	NT
Eduard	1:48	1115	IM/PE	Yakovlev Yak-1	£27.25	RE Ex-Accurate Min
Eduard	1:48	8096	IM/PE	Fokker D.VIII/E.V	£21.50	NT
FE Resin	1:144	066	R/PE/VF	Douglas A3D-1 (A-3A)	£18.25	NT
Fine Molds	1:72	01SP	IM/WM	Messerschmitt Bf 109F-2 with W.Moelders figure	¥2300	RT
Fine Molds	1:72	02SP	IM/WM	Messerschmitt Bf 109F-4 with G.Barkhorn figure	¥2300	RT
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
Gran	1:72	7202	IM	Lockheed F/P-80C Shooting Star	£7.99	RE
Hasegawa	1:72	00790	IM	McDD F-4E Phantom II 'Phabulous Phantom'	£17.99	RE
Hasegawa	1:72	00792	IM	McDD F-15J Eagle 'Aggressor'	£17.99	RE
Hasegawa	1:72	00793	IM	Grumman F-14A Tomcat 'VF-1 Wolf Pack'	¥3000	RE
Hasegawa	1:72	00795	IM	Goeing B-17G Flying Fortress 'IDF'	¥2800	RE
Hasegawa	1:72	00796	IM	McDD F-4B Phantom II 'VF-14 Tophatters'	¥2600	RE
Hasegawa	1:72	00797	IM	Yokosuka PIYI Ginga '762nd Flying Group'	¥2800	RE
Hasegawa	1:72	00799	IM	Boeing/McDD F/A-18F Super Hornet 'Low Vis'	¥2000	RE
Hasegawa	1:72	DT122	IM	Sikorsky UH-60J Rescue Hawk 'JASDF'	¥1400	RE
Hasegawa	1:72	E24	IM	Avro Lancaster B Mk III 'Dambusters'	£29.99	RT
Hasegawa	1:48	09652	IM	McDD RF-4B Phantom II 'USMC'	£25.99	RE
Hasegawa	1:48	09654	IM	Kawasaki Ki-61-I Hei '244th Flight Regiment'	£16.99	RE
Hasegawa	1:48	09655	IM	Lockheed F-104S Starfighter 'Italian Cat & Mouse'	£17.99	RE
Hasegawa	1:48	09656	IM	Supermarine Spitfire Mk IX 'Polish A.F.'	£15.99	RE
Hasegawa	1:48	09657	IM	Nakajima Ki-43-II Hayabusa (Oscar) 'Manchouko'	£16.99	RE
Hasegawa	1:48	09658	IM	Chance-Vought F4U-5N Corsair 'Korean War'	£16.99	RE
Hasegawa	1:48	09660	IM	Douglas A-4F Skyhawk 'USM Aggressor'	£17.99	RE
Hasegawa	1:48	09661	IM	Grumman F6F-5 Hellcat 'Blue Angels'	£17.99	RE
Hasegawa	1:48	09662	IM	McDD F-4B/N Phantom II 'VF-111 Sundowners'	£25.99	RE
Hasegawa	1:48	09663	IM	Kawanishi NIK2-J Shidenkai '301st Sqn'	£16.99	RE
Hasegawa	1:48	09664	IM	N.A. P-51D Mustang 'Iwo Jima'	£16.99	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
Hasegawa	1:48	09671	IM	Messerschmitt Bf 109E-4 'H.Wick'	¥2400	RE



Aerotech #32002 Mew Gull



AML #72010 Dassault Mirage IIICJ



Attack #14406 Aero L-39C/ZO



Classic Airframes #4108 CR.32



Eduard 1:48 #8096 Fokker E.V



Gran #7202 Lockheed F/P-80C



Eduard #1115 Yak-1

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News - Just Released

The list below has been compiled from press and catalogue information released by the manufacturers prior to or at the German Toy Fair. No release dates have been quoted, even if offered by the manufacturer, as these can often prove to be inaccurate. Please note that although many manufacturers list certain kits this does not mean that they will all be produced in 2006, as some have already identified that certain items are for 'future release' and are unlikely to be produced in the next 12 month.

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
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	1:48	09676	IM	Mitsubishi F-1 '6th Squadron Final Flight'	¥2400	RE
Hasegawa	1:48	SP251	IM	Mitsubishi A6M2b Zero Model 21 'Akagi'	¥2500	RE Ltd Edition
Hasegawa	1:48	SP252	IM	Mitsubishi A6M5c 52 Hei '302nd FG Atsugi Base'	¥2500	RE Ltd Edition
Hasegawa	1:32	08160	IM	Supermarine Spitfire Mk Vb 'USAAF'	£23.99	RE
Hasegawa	1:32	08161	IM	Canadair Sabre Mk 6 'Black Tulip'	¥4200	RE
Hasegawa	1:32	08162	IM	Focke-Wulf Fw 190A-6 'Checker Nose'	¥4200	RT
Hasegawa	1:32	ST25	IM	Junkers Ju 87G-2 'Kanonenvogel'	£34.99	NT
High Planes Models	1:72	7284	IM/R/WM	Martin RB-57D-2 Canberra 'USAF'	£30.00	NT
Hobbycraft	1:48	1614	IM	Dornier Do 17	£29.98	RE
Hobbycraft	1:32	1695	IM	Fokker F.I/Dr.I Triplane 'Early Aces'	£19.98	RE
HR Models	1:72	7335	R/PE/VF	Renard R.40	£19.10	NT
ICM	1:72	72062	IM	Polikarpov I-15	£4.99	RE
Karaya	1:72	72008	R/PE	Supermarine Seawew	£33.50	NT
Legato	1:72	07572	R/PE	Letov S.139	£22.15	NT
Legato	1:48	4814	R/PE	Avia BH-21 'Czech Air Force'	£48.20	NT
Pavla	1:72	72059	IM/R/PE	Gloster Sea Gladiator Mk I/II	£16.99	NT
Planet Models	1:48	153	R/PE/VF	De Havilland D.H.85 Leopard Moth	£35.70	NT
Planet Models	1:72	174	R/PE/VF	Heinkel P.1079B	£23.20	NT
Planet Models	1:72	176	R/PE/VF	Blohm Voss P.213	£14.30	NT
Planet Models	1:48	168	R/PE/VF	Hughes H-1 Racer 'Long Wing Version'	£37.25	NT
Platz	1:44	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
Revell	1:72	04111	IM	Sopwith F.1 Camel	£2.99	RE
Revell	1:72	04249	IM	Junkers F.13	£6.99	RE
Revell	1:72	04372	IM	MiG-3	£3.49	RE Ex-Italeri
Revell	1:72	04394	IM	Handley-Page Halifax B Mk I/II/GR Mk II	£12.99	RE Ex-Matchbox
Revell	1:48	04500	IM	Henschel Hs 123A-1	£13.99	RE Ex-Esci
RS Models	1:72	9208	IM/PE	Heinkel He 112B-1/B-2 'Luftwaffe & Hungarian'	£11.60	RE
RS Models	1:72	9209	IM/PE	Heinkel He 112B-1/B-2 'Luftwaffe & Spain'	£11.60	RE
RS Models	1:72	9210	IM/PE	Heinkel He 112B 'Luftwaffe, Rumania & Japan'	£11.60	RE
RS Models	1:72	9211	IM/PE	Nakajima Ki 27a	£11.60	NT
RS Models	1:72	9212	IM/PE	Nakajima Ki 27b	£11.60	NT
RS Models	1:72	9213	IM/PE	Nakajima Ki 27b 'China, Thailand & Russia'	£11.60	NT
RS Models	1:72	9214	IM/PE	Manshu Ki 79a	£11.60	NT
RS Models	1:72	9215	IM/PE	Manshu Ki 79b trainer	£11.60	NT
RS Models	1:72	9216	IM/PE	Manshu Ki 79b Kamikaze	£11.60	NT
Special Hobby	1:72	72111	IM/R/PE/VF	Sikorsky S-43/JRS-1	£20.99	NT
Special Hobby	1:72	72065	IM/R/PE/VF	Piaggio P.108A	£30.50	RT
Special Hobby	1:72	72098	IM/R/PE/VF	Reggiane Re.2000 Serie III	£11.25	RT
Special Hobby	1:48	48020	IM/R/PE	Focke-Achgelis Fa 223E-0 'Drache'	£38.00	NT
Sweet	1:44	14114	IM	Messerschmitt Bf 109F-4 Trop 'Star of Africa'	¥1000	NT
Trumpeter	1:72	01610	IM	Shenyang F-8 Finback B	£12.99	NT
Trumpeter	1:35	05104	IM/PE	Boeing-Vertol CH-47A Chinook	£67.99	NT
Trumpeter	1:24	02418	IM/PE/RB	Messerschmitt Bf 109K-4	£49.99	NT
Valom	1:72	72011	IM/P/PE/VF	Douglas TBD-1 Devastator (1938)	£19.50	NT
Valom	1:72	72012	IM/R/PE/VF	Douglas TBD-1 Devastator (1942, Island Wake)	£19.50	NT



Hasegawa #00795 B-17 10F



Hasegawa #09667 J2M3 '302nd FG'



Hasegawa 09671 Bf 109E-4 'wick'



Hasegawa #09673 Ju 87R-2



Hobbycraft #1695 F.I/Dr.I 'Early Aces'



Revell #04372 MiG-3



Special Hobby #48020 FA-223E-0



Classic Airframes #4107 CR.32



Hasegawa #E24 Dambusters



Hasegawa #09669 Ar 234B-2

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

2006 Kit Releases - Part 2

■ The list below 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
Accurate Miniatures	1:48	0011	IM	N.A. P-51B '353rd FS 354th FG'	RE
Accurate Miniatures	1:48	0014	IM	N.A. F-6C '12th TRS 10th TRG'	RE
Accurate Miniatures	1:48	0030	IM	N.A. B-25B/C 'Red Wrath'	RE
Accurate Miniatures	1:48	0031	IM	N.A. PBJ-ID	RT
Accurate Miniatures	1:48	0122	IM	Grumman TBF-1 Avenger 'VT-8 Battle of Midway'	RE
Accurate Miniatures	1:48	0201	IM	Vought SB2U-2 Vindicator 'VS-72'	RE
Accurate Miniatures	1:48	0312	IM	Douglas SBD-4 Dauntless 'VCS-II & RNZAF'	RE
Alanger	1:96	TBA	IM	Ilyushin Il-18 and Il-18M	RE Ex-VEB
Alanger	1:96	TBA	IM	Ilyushin Il-62	RE Ex-VEB
Alanger	1:96	TBA	IM	Tupolev Tu-104	RE Ex-VEB
Alanger	1:72	TBA	IM	'Garpun' [New Russian Stealth Fighter]	NT
Alanger	1:72	TBA	IM	Yakovlev Yak-38 'Forger'	NT
Azur	1:72	A004	IM/R/PE	Loire 130M	RT
Azur	1:72	A020	IM/R/PE	I.M.A.M. Ro.37	NT
Azur	1:72	A026	IM/R/PE	Nieuport-Delage NiD.622	NT
Azur	1:72	A028	IM/R/PE	Dassault MD-312 Flamant	NT
Azur	1:72	A035	IM/R/PE	Potez 63-II	NT
Azur	1:72	A047	IM/R/PE	Supermarine Sea Otter	NT
Azur	1:72	A048	IM/R/PE	Breguet BR.19 [Hispano-Suiza 12Hb engine]	NT
Azur	1:72	A049	IM/R/PE	Nieuport-Delage NiD.62	NT
Azur	1:72	A053	IM/R/PE	Breguet Br.693	NT
Azur	1:72	A055	IM/R/PE	SNCASE Vautour IIA	NT
Azur	1:72	A056	IM/R/PE	SNCASE Vautour IIB	NT
Azur	1:72	A063	IM/R/PE	Potez XXV	NT
Azur	1:72	A065	IM/R/PE	Caproni Ca.310	NT
Azur	1:48	A051	IM/R/PE	Loire 130M	NT
Azur	1:48	A057	IM/R/PE	Potez 630	NT
Azur	1:48	A058	IM/R/PE	Potez 631	NT
Azur	1:48	A059	IM/R/PE	Potez 63-II	NT
Azur	1:32	A060	IM/R/PE	Bloch MB.151/152	NT
Azur	1:32	A061	IM/R/PE	Caudron-Renault CR.714	NT
Azur	1:32	A062	IM/R/PE	Cierva/LeO C.30	NT
Best Choice	1:48	1002	IM/R/PE	Heinkel He 162 Volksjäger	RT Ex-Dragon
Dragon	1:72	5028	IM/PE	Kawasaki Ki-61 Type 3 'Tony'	RT
Dragon	1:48	5547	IM/PE	Bachem Ba 349D 'Test Flight'	RE
Dragon	1:48	5546	IM/PE	Heinkel He 162 Mistel	RT
Elf	1:72	002	IM/PE	Bristol M.1C 'Bullet'	NT
Emhar	1:72	1002	IM	Anatra Anasai DS	RE
Emhar	1:72	2001	IM	MiG-3	RE
Emhar	1:72	2002	IM	LaGG-3	RE
Emhar	1:72	2003	IM	Yakovlev Yak-3	RE
Emhar	1:72	3001	IM	McDonnell F3H-2 Demon	RE
Emhar	1:72	3004	IM	Lockheed F-94C Starfire (Late)	RE
Fonderie Miniatures	1:48	6006	IM/WM/R	Short Sunderland Mk III	NT
Fonderie Miniatures	1:48	6014	IM/WM/R	Dornier Do 24T	NT
Fonderie Miniatures	1:48	6030	IM/WM/R	Aerospatiale AS 565 Panther	NT
Fonderie Miniatures	1:48	6036	IM/WM/R	Dassault Mirage IIIR/RO	RT
Fonderie Miniatures	1:48	6046	IM/WM/R	Breguet Br.693AB2	RT
Fonderie Miniatures	1:48	6054	IM/WM/R	Grumman F9F Cougar	NT
Fonderie Miniatures	1:35	8009	IM/WM/R	Airspeed Horsa	NT
FM/X-Kit	1:48	406	IM/WM/R	Dassault Mystere IVA	RE Ex-Hi-Tech
FM/X-Kit	1:48	409	IM/WM/R	Republic RF-84F Thunderflash	NT
FM/X-Kit	1:48	410	IM/WM/R	SNCASE Baroudeur	NT
FM/X-Kit	1:48	415	IM/WM/R	Mistel 5 (Ar 234C-3 with Arado E.377)	NT Inc Revell kit
FM/X-Kit	1:48	416	IM/WM/R	Arado Ar 234C-3 V1 'Huckepack'	NT Inc Revell kit
Hasegawa	1:72	00800	IM	Boeing/McDoll F/A-18E Super Hornet 'Pukin' Dogs'	RE
Hasegawa	1:72	00802	IM	Mikoyan MiG-29 Fulcrum 'New Strizhi'	RE
Hasegawa	1:72	00803	IM	Heinkel He IIIH-G 'North Africa'	RE
Hasegawa	1:72	00804	IM	Douglas A-1H Skyraider '83rd Special Ops Group'	RE



Azur #A049 NiD.62



Azur #A065 Caproni Ca.310



Elf #002 Bristol M.1c



Emhar #3004 F-94C (Late)



Hasegawa #09682 Hurricane Mk I Trop



Hasegawa #E25 Junkers Ju 88A-4



Special Hobby #48052 Seafire II/III

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	STATUS
Hasegawa	1:72	00805	IM	Kawasaki Ki-45 Kai Koh '13th Flight Regiment'	RE
Hasegawa	1:72	00806	IM	McDD RF-4E Phantom II 'Tiger Meet 1984'	RE
Hasegawa	1:72	E25	IM	Junkers Ju 88A-4	NT
Hasegawa	1:48	09677	IM	Grumman F-14B 'VF-103 Jolly Rogers Last Flight'	RE
Hasegawa	1:48	09678	IM	Curtiss P-40M Warhawk 'South Pacific Theatre'	RE
Hasegawa	1:48	09679	IM	Mitsubishi T-2 'Aggressor'	RE
Hasegawa	1:48	09680	IM	Canadair Sabre Mk 6 'Canadian Armed Forces'	RE
Hasegawa	1:48	09681	IM	Nakajima AGM2-N (Rufe) 'Aleutian Islands'	RE
Hasegawa	1:48	09682	IM	Hawker Hurricane Mk I Trop 'Mediterranean'	RE
Hasegawa	1:48	09683	IM	Grumman F-14D 'VF-213 Blacklions Last Cruise'	RE
Hasegawa	1:48	09684	IM	McDD AV-8B Harrier II Plus 'Italian Navy'	RE
Hasegawa	1:48	09685	IM	McDD RF-4E Phantom II 'IDF'	RE
Hasegawa	1:48	09686	IM	Aichi D3A1 Type 99 Model II 'Pearl Harbor'	RE
Hasegawa	1:48	09688	IM	N.A. P-51D Mustang 'Yellow Nose'	RE
Hasegawa	1:48	09689	IM	Vought A-7E Corsair II 'VA-192 Golden Dragons'	RE
Hasegawa	1:48	09692	IM	Mitsubishi T-2 'CCV'	RT
Hasegawa	1:48	09693	IM	Boeing/McDD F/A-18F 'VFA-2 Bounty Hunters'	RE
Hasegawa	1:48	09694	IM	Lockheed F-104S Starfighter 'ASA'	RE
Hasegawa	1:48	09696	IM	McDD RF-4E Phantom 'AG51 Immelmann Special'	RE
Hasegawa	1:48	JT91	IM	Focke-Wulf Fw 190A-4	RT
Hasegawa	1:48	JT92	IM	Bell P-400 Airacobra	NT
Hasegawa	1:48	PT40	IM	Lockheed TF-104G Starfighter	RT
Hasegawa	1:32	08163	IM	Nakajima Ki-84 Otsu '4th Fighter Regiment'	RE
Hasegawa	1:32	08164	IM	V.S. Spitfire Mk IIb	RT
Hasegawa	1:32	08165	IM/WM	Fieseler Fi 156C Storch with Rommel figure	RE
Hasegawa	1:32	08166	IM	Grumman F6F-3/5 Hellcat 'Minsi'	RE
Hasegawa	1:32	08167	IM	Focke-Wulf Fw 190D-9 'Sachsenberg Schwarm'	RE
Heller	1:800	79845	IM	Airbus A380 'Maiden Flight'	NT
Heller	1:144	79911	IM	Grumman E-2C Hawkeye	NT
Heller	1:144	79912	IM	Fairchild-Republic OA-10A Thunderbolt	NT
Heller	1:125	80438	IM	Airbus A380 'Maiden Flight'	NT
Heller	1:100	80432	IM	Sud-East SE-210 Caravelle	RE
Heller	1:72	80328	IM	Panavia Tornado GR.4/GR.4A	RE Ex-Airfix
Heller	1:72	80375	IM	Eurocopter EC-145 'Sécurité Civile'	NT
Heller	1:72	80377	IM	Eurocopter EC-145 'ADAC'	NT
Heller	1:72	80391	IM	Lockheed L-1049C Super Constellation	RE
Heller	1:48	80488	IM	Eurocopter AS 350B3 'Everest'	NT
Hobbycraft	1:48	1613	IM	Vought F7U-3/3M Cutlass	RT
Hobbycraft	1:32	1710	IM	N.A. A-36A 'Axis Busting Apache'	NT
Hobbycraft	1:32	1711	IM	N.A. P-51 Mustang 'Operation Torch'	NT
Hobbycraft	1:32	1712	IM	N.A. P-51A Mustang 'Air Commandos'	NT
Hobbycraft	1:32	1713	IM	N.A. Mustang Mk Ia 'Armed Recon'	NT
ICM	1:72	TBA	IM	Avia B-71 'Luftwaffe'/Tupolev SB-2	NT
ICM	1:72	TBA	IM	Dornier Do 17Z-2	NT
ICM	1:72	TBA	IM	Dornier Do 215B-4	NT
ICM	1:72	TBA	IM	Dornier Do 215B-5	NT
ICM	1:72	TBA	IM	Henschel Hs 123A-1	NT
ICM	1:72	TBA	IM	Kawasaki Ki 10-II 'Perry'	NT
ICM	1:72	TBA	IM	Nakajima Ki-27a 'Nate'	NT
ICM	1:48	TBA	IM	LaGG-3 Series	NT
ICM	1:48	TBA	IM	Messerschmitt Bf 109F-2	NT
ICM	1:48	TBA	IM	Messerschmitt Bf 109F-4	NT
Italeri	1:72	1259	IM	Douglas A-26C Invader	RT
Italeri	1:72	1262	IM	Boeing B-52 Stratofortress	RE Ex-AMT
Italeri	1:72	1146	IM	Douglas C-119G Flying Boxcar	RE
Italeri	1:72	1255	IM	Lockheed-Martin C-130J Hercules II	NT
Italeri	1:72	1260	IM	Fiat CR.42 Falco	NT
Italeri	1:72	1253	IM	Lockheed Hudson Mk III/IV/V	RE Ex-MPM
Italeri	1:72	1254	IM	Sepecat Jaguar E	RT
Italeri	1:72	1104	IM	Messerschmitt Me 323D-1 Gigant [Ltd Edition]	RE

00805 1:72 Heinkel He111H-6 "NORTH AFRIC"



Hasegawa 00803 He IIIH-6



Hasegawa #JT91 Fw 190A-4



Heller #80438 Airbus A380



Hobbycraft #1710 A-36A Apache



Italeri #1260 Fiat CR.42 Falco



Italeri #2649 MiG-23



Italeri #2650 N.A.B-25 Mitchell

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

2006 Kit Releases - Part 2

■ 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
Italeri	1:72	I261	IM	Savoia-Marchetti SM.79 Serie I	RT
Italeri	1:72	I252	IM	Vickers Wellington Mk X	RE Ex-MPM
Italeri	1:72	I141	IM	Lockheed YF-12A [Limited Edition]	RE
Italeri	1:72	I065	IM	Sikorsky MH-53E Sea Dragon	RE
Italeri	1:72	I201	IM	Agusta-Bell AB 204B/UH-1F	RE
Italeri	1:72	I258	IM	Westland Wessex HAS Mk 2	RE
Italeri	1:48	2655	IM	Fairchild-Republic A-10 Thunderbolt II	RE Ex-Esci
Italeri	1:48	2656	IM	Douglas A-20B Boston III	RE Ex-AMT
Italeri	1:48	2650	IM	N.A. B-25 Mitchell	RE Ex-Acc Min
Italeri	1:48	2653	IM	Fiat CR.42AS Falco	RT
Italeri	1:48	2654	IM	Lockheed F-16A Fighting Falcon	RE Ex-Esci
Italeri	1:48	2649	IM	Mikoyan MiG-23 'Flogger'	RE Ex-Esci
Italeri	1:48	2651	IM	V.S. Spitfire Mk IX	RE Ex-Occidental
Italeri	1:48	2652	IM	N.A. T-6G Texan	RE Ex-Occidental
Italeri	1:48	2648	IM	Panavia Tornado IDS	RE
Italeri	1:48	2647	IM	Boeing-Vertol ACH-47 'Armed Chinook'	NT
MPM	1:72	72100	IM/R/PE	Vickers Wellington Mk X	NT
MPM	1:72	72514	IM/R/PE	AFJA/SAAB B-5 'Swedish Dive Bomber'	NT
MPM	1:72	72518	IM/R/PE	Lockheed Hudson Mk I	NT
MPM	1:72	72529	IM/R/PE	Focke-Wulf Fw 109A-2 'Night Fighter'	RT
MPM	1:72	72531	IM/R/PE	Gloster Meteor F Mk 8	NT
MPM	1:72	72533	IM/R/PE	Hawker Fury	NT
MPM	1:72	72534	IM/R/PE	Gloster Meteor FR Mk 9	NT
MPM	1:72	72535	IM/R/PE	Vickers Wellington Mk II	NT
MPM	1:72	72537	IM/R/PE	N.A. X-15A-2 'Hi-Tech'	RT
MPM	1:72	72539	IM/R/PE	Douglas A-20G Havoc	NT
MPM	1:48	48059	IM/R/PE	Breda Ba.88B 'Lince'	NT
MPM	1:48	48056	IM/R/PE	Fairey Fulmar Mk I	NT
MPM	1:48	48055	IM/R/PE	Gloster Gladiator	NT
MPM	1:48	48057	IM/R/PE	Avia B.534 Serie III	NT Ex-Eduard
MPM	1:48	48058	IM/R/PE	Heinkel He 177A-5 'Greif'	NT
Planet Models	1:72	I03	R/PE/VF	Blohm und Voss Ha 137	NT
Planet Models	1:72	I06	R/PE/VF	Latecoere 28 with floats	NT
Planet Models	1:72	I13	R/PE/VF	Loening M-8	NT
Planet Models	1:72	I14	R/PE/VF	RD-1 'Predator'	NT
Planet Models	1:72	I17	R/PE/VF	Focke-Wulf Fw 190C-0/V16	NT
Planet Models	1:72	I20	R/PE/VF	Focke-Wulf Fw 190D-14	NT
Planet Models	1:72	I21	R/PE/VF	Focke-Wulf Fw 190D-15	NT
Planet Models	1:72	I26	R/PE/VF	Bolchovitinov Typ S-2	NT
Planet Models	1:72	I42	R/PE/VF	Bell XFL-1 Airabonita 'Late Modification'	NT
Planet Models	1:72	I43	R/PE/VF	Republic XF-91-III Thunderceptor	NT
Planet Models	1:72	I50	R/PE/VF	Ki 57 'Topsy'	NT
Planet Models	1:72	I51	R/PE/VF	Reggiane Re.2003 'First Prototype'	NT
Planet Models	1:72	I54	R/PE/VF	Junkers G.38	NT
Planet Models	1:72	I55	R/PE/VF	Junkers Ju 160	NT
Planet Models	1:72	I56	R/PE/VF	Junkers Ju 390	NT
Planet Models	1:72	I58	R/PE/VF	Bell P-39-1 Kingcobra	NT
Planet Models	1:72	I60	R/PE/VF	GAL-58 Hamilcar X	NT
Planet Models	1:72	I61	R/PE/VF	IMAM Romeo Ro.58	NT
Planet Models	1:72	I73	R/PE/VF	Focke-Wulf Fw 190D-II	NT
Planet Models	1:48	I00	R/PE/VF	Letov S 231	NT
Planet Models	1:48	I01	R/PE/VF	Spitfire F Mk 21	NT
Planet Models	1:48	I34	R/PE/VF	Seafire F Mk 45	NT
Planet Models	1:48	I47	R/PE/VF	IMAM Romeo Ro.57Bis	NT
Planet Models	1:48	I48	R/PE/VF	CAC CA-6 Wackett	NT
Planet Models	1:48	I49	R/PE/VF	Aero L-15 9A Aqlca	NT
Planet Models	1:48	I52	R/PE/VF	Aero L-159B	NT
Planet Models	1:48	I64	R/PE/VF	Westland Welkin Mk I	NT



Italeri #1104 Me 323D Gigant



Italeri #1258 Wessex HAS Mk 2



MPM #48058 Heinkel He 177A-5 Grreif



MPM #72100 Wellington Mk X



Roden #036 Junkers D.I (Late)



Roden #054 F.I Camel Trainer



Roden #438 Gladiator Mk II 'Metrollogical'

2006 Kit Releases - Part 2

The list below covers all the kit releases that we are aware of for the next few months, plus those that have been announced thus far for 2006. Where known, the month in which they are scheduled for release is noted, but please be aware that these dates may be subject to change without notice and/or delays in reaching locations outside the nation in which the originate. Those items with a non-Sterling price (e.g. ¥ = Yen) are ones for which we do not have a UK SRP (Suggested Retail Price) and the release dates shown will be in that country (e.g. Yen = Japan), not the UK. For up-to-date news on all the latest releases visit our website at www.modelairplaneinternational.com.

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	STATUS
Planet Models	1:48	I65	R/PE/VF	Hughes H-1 'Short Wing'	NT
Planet Models	1:48	I66	R/PE/VF	BT-13 Valiant	NT
Planet Models	1:48	I67	R/PE/VF	Rumpler C.IV	NT
Planet Models	1:48	I68	R/PE/VF	Hughes H-1 'Long Wing'	RT
Planet Models	1:48	I75	R/PE/VF	PT-26 Cornell	NT
Redux	1:32	TBA	IM/R/PE	Republic P-47D Thunderbolt 'Razorback'	NT
Revell	1:144	04252	IM	Lockheed L-1049 Super Constellation 'Lufthansa'	NT
Revell	1:144	TBA	IM	50 Years of Revell 'Super Constellation 1956/2006'	RE+
Revell	1:72	05766	IM	50 Years of the German Federal Armed Forces [F-104G, F-4F & Tornado]	RE
Roden	1:72	036	IM	Junkers D.I (Late)	RT
Roden	1:72	054	IM	Sopwith F.1 Camel Trainer	RT
Roden	1:72	055	IM	Zeppelin Staaken R.VI (Schul 27/16)	NT
Roden	1:48	412	IM	Royal Aircraft Factory B.E.12b	NT
Roden	1:48	422	IM	De Havilland D.H.4 'Eagle'	NT
Roden	1:48	429	IM	Bristol F.2b with Sunbeam Arab engine	NT
Roden	1:48	438	IM	Gloster Gladiator Mk II 'Metrolological Flight'	RT
Roden	1:32	605	IM	Fokker F.I	RT
Roden	1:32	606	IM	Albatros D.III	NT
Roden	1:32	607	IM	Royal Aircraft Factory S.E.5a [Wolseley Viper]	NT
Special Hobby	1:72	72012	IM/R/PE	Reggiane Re.2000 'with catapult'	RT
Special Hobby	1:72	72113	IM/R/PE	'Fokker D.XXI Serie IV [Wasp]' 'Slots Less Wing'	RT
Special Hobby	1:72	72114	IM/R/PE	Sikorsky S.43/S.43B Baby Clipper	NT
Special Hobby	1:72	72115	IM/R/PE	Heinkel He 100D-0	NT
Special Hobby	1:72	72116	IM/R/PE	Fokker D.XXI Serie IV Wasp Engine 'Slots Wing'	RT
Special Hobby	1:72	72117	IM/R/PE	Heinkel He 100 V8 'World Speed Record'	NT
Special Hobby	1:72	72118	IM/R/PE	Messerschmitt Me 263	NT
Special Hobby	1:48	48016	IM/R/PE	DF230 & Bf 109E-1 Mistel	RT
Special Hobby	1:48	48039	IM/R/PE	Schreck FBA	NT
Special Hobby	1:48	48042	IM/R/PE	Fokker D.III	NT
Special Hobby	1:48	48044	IM/R/PE	Lloyd C.V Serie 82	NT
Special Hobby	1:48	48046	IM/R/PE	Blackburn Skua Mk I	NT
Special Hobby	1:48	48052	IM/R/PE	V.S. Seafire Mk II/III	NT
Special Hobby	1:48	48060	IM/R/PE	Polikarpov I-152 'with skis and FAB-50 bombs'	RT
Special Hobby	1:48	48061	IM/R/PE	Fiat BR.20 'Cicogna'	NT
Special Hobby	1:48	48062	IM/R/PE	Piasecki H-21 'Flying Banana'	NT
Special Hobby	1:48	48063	IM/R/PE	Grumman S2F Tracker	NT
Special Hobby	1:48	48064	IM/R/PE	Grumman E-1B Tracer	NT
Special Hobby	1:48	48065	IM/R/PE	Grumman E-2 Hawkeye	NT
Special Hobby	1:48	48066	IM/R/PE	Fiat G.55 Centauro	NT
Special Hobby	1:32	32002	IM/R/PE	Bell P-39D Airacobra	NT
Special Hobby	1:32	32004	IM/R/PE	Brewster Model B-239 Buffalo	NT
Special Hobby	1:32	32005	IM/R/PE	NA P-51 Mustang Mk Ia	NT
Special Hobby	1:32	32006	IM/R/PE	Morane Saulnier Type N	NT
Special Hobby	1:32	32007	IM/R/PE	Hansa-Brandenburg C.I Serie 369	NT
Special Hobby	1:32	32008	IM/R/PE	Abatros D.III	NT
Special Hobby	1:32	32009	IM/R/PE	Heinkel He 100	NT
Special Hobby	1:32	32010	IM/R/PE	Brewster F2A-2 Buffalo	NT
Special Hobby	1:32	32011	IM/R/PE	Yakovlev Yak-3	NT
Special Hobby	1:32	32012	IM/R/PE	N.A. P-51A Mustang	NT
Special Hobby	1:32	32013	IM/R/PE	Brewster Model B-339C/D Buffalo	NT
Special Hobby	1:32	32014	IM/R/PE	NA A-36A Apache	NT
Special Hobby	1:32	32015	IM/R/PE	Nieuport XI 'Bebe'	NT
Tamiya	1:48	61097	IM	Heinkel He 162A-2	NT

Due to space constraints we have had to omit a number of items from the Special Hobby list. Please visit our web site for a complete list of items planned from this manufacturer.



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NEW RELEASES

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Antonov AN-124



F/A-1818E Super Hornet



F4U-7 Corsair

Antonov AN-124 04221
1:144 Scale/Span 50.7cm/Length 47.8cm
Developed by the Soviet armed forces in 1982, this 4-jet heavy transport aircraft was the world's largest aircraft right into the 90's.

F/A-1818E Super Hornet 04585
1:48 Scale/Span 38.1cm/Length 37.7cm
The Super Hornet is the latest US Navy fighter/attack aircraft. With its 2 x 9,978 hp engines, the Hornet is capable of a top speed of 1,914 kph.

F4U-7 Corsair 04590
1:48 Scale/Span 25.9cm/Length 21.8cm
First seeing service in 1942, this single seater fighter had the best record of the Second World War flying over 64,000 missions.

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new releases - kits

Key: IM (Injection-moulded Plastic), R (Resin), PE (Photo-etched Brass),

VF (Vac-formed Plastic), WM (White-metal), RB (Rubber)

Douglas B-26K Counter Invader

Scale 1:72 / Italeri, Italy / **Materials:** IM / **Kit No.:** 1249 / **Availability:** The Hobby Company Ltd (UK Importer) and Italeri stockists worldwide /

Price Guide: £12.99

+ This is an all-new tooling from Italeri and it certainly shows some changes in their quality and presentation, as all the panel lines are engraved and the clear parts have 'frosted' canopy framing to ease masking. With 123 grey and four clear parts this is an extensive kit for this scale and you get a nicely detailed interior complete with bomb bay and bomb load. The nose goes on as a separate part and can be added towards the end of assembly so you can ensure you get enough weight packed into this area. It is interesting to note the tooling concessions for future versions as the upper decking has an insert, which in the earlier versions will have the remote-controlled barbette in it; there is also a similar insert in the ventral, aft fuselage. The wings have flashed-over holes for all the underwing stores that mainly relate to the K-version, and the tip tanks slide over the moulded tip without the need to cut off a portion which means that the original wing profile is therefore retained. The only downside is the cockpit, which although beautifully

moulded and nicely detailed, depicts the interior of the A-26B/C, not the K. This is no surprise, as the A-26C has just been announced by Italeri for 2006, but is it annoying nonetheless. Decal options for five machines are included, three USAF machines from the Vietnam War and two F.A. Congolaise machines from 1966-67.

Verdict: *A real stunner, certainly one of the best new kits from Italeri in this scale for a long while. The quality of tooling, level of detail and care in the manner in which the whole subject has been approached all make for a very impressive product. Well done Italeri, long may it continue!*



Dimensions

Span - 70ft 0in (21.34m)
Length - 50ft 0in (15.24m)
Height - 18ft 6in (5.64m)

Dimensions - 1:72

Span - 296.4mm
Length - 211.7mm
Height - 78.3mm

References

Air War over Korea by J. Mesko (Squadron/Signal Publications)
A-26 Invader In Action No.134 (Squadron/Signal Publications)
A-26B/C Invader by F. Gallemi (Aries Publications, 1994)
Douglas A-26 and B-26 Invader (Crowood 2002)
Douglas A-26 Invader, Warbird Tech Vol.22 (Specialty Press, 1999)
Famous Aircraft of the World No.92 (Burrin-do)
Foreign Invaders (Airlife)

Focke-Wulf Ta 154 Moskito

Scale 1:48 / Dragon, Hong Kong / **Materials:** IM, PE / **Kit No.:** 5522 **Availability:** The Hobby Company Ltd (UK Importer) and Dragon stockists worldwide / **Price Guide:** £TBA

+ Many will recall Dragon announcing this subject back in the early 1990s, it never came to anything though and most of us assumed that the version released by Monogram around the same time was in fact produced by Dragon. This is now proven as being the case as this new kit from Dragon on inspection is identical to the Monogram one with the addition of a few new parts. The kit offers three build options, VI, V3 and A-O, with two colour options each for the first two and four for the

A-O. Both raised detail and replacement photo-etched parts are included for various aspects of the cockpit interior and you get two styles of side consoles, rudder, exhaust stacks, nose cone, nose wheel leg and radar array. The '3 in 1' claim on the box top is certainly not wrong! Surface detail is nicely recessed and the plastic is the usual medium grey fare we are all used to from Dragon. Decal options are for (VI) TE+FE at Langenhagen or Rechlin in 1943, (V3) TE+FG at Instertburg in 1943 and Langenhagen in 1944 and finally (A-O) TQ+XE at

Langenhagen in 1944, TQ+XD, TQ+XF and TQ+XI all at Erfurt in 1944.

Verdict: *There is no doubting the Moskito is a pretty looking machine, but just about every Luftwaffe modeller I have spoken to has said the same thing, "why another one, when you can still pick-up the Monogram one cheap?" Time will tell if this one sells well, it certainly deserves to and in many ways is superior to the Monogram boxing simply because it offers versions that were not in that kit, and with eight decal options you are certainly not short of choice.*

Dimensions

Span - 53ft 6in (A-I)
Length - 41ft 2 3/4in (A-I)

Dimensions - 1:48

Span - 333mm
Length - 262mm

References

Air International, April 1989
Fanatique de l'aviation No.222 & 223 (1988)
Focke-Wulf Ta 154 Moskito, Close-up No.22 (Monogram Aviation Publications)
Focke-Wulf Ta 154, Flugzeug Profile
Focke-Wulf Ta 154 by M. Griehl, Luftwaffe Profile Series No.12 (Schiffer ISBN: 0-7643-0911-0)
Focke-Wulf Ta 154 by D. Kyhra, X-Planes of the Third Reich (Schiffer ISBN: 0-7643-1111-5)
German Aircraft Interiors Vol.1 (Monogram Aviation Publications)
Luftwaffe Nightfighters, Model Art No.480
Luftwaffe Warbirds Photo Album Vol.4, Tank Magazine Special Issue (Delta Publishing 1993)
Replic No.99 (November 1999)
Scale Aviation Modeller International (August 1999)



Sopwith F.1 Camel

Scale 1:72 / Roden, Ukraine / **Materials:** IM /
Kit No.: 040 / **Availability:** Pocketbond Ltd
 (UK Importer) and Roden stockists
 worldwide / **Price Guide:** £6.95

+ This is a follow-on from the previous 2F.1 (#044) and TF.1 (#052) kits and its contents differ very slightly from the latter, with just a new upper wing and upper forward fuselage decking. See our reviews of the previous two kits for more information. This kit has no less than eight decal options, comprising B6313 flown by Capt. W. Baker of No.28 Sqn; D6402 flown by Capt. H.W. Woollett of No.43 Sqn; F2137 flown by Capt. D.R. MacLaren of No.46 Sqn; B6390 flown by Flt Cdr R. Collishaw of No.13 Sqn RNAS; B7270 flown by Capt. A.R. Brown of No.209 Sqn; an unidentified machine flown by Lt Hollington of No.37 (Home Defence) Sqn; another unidentified machine flown by Lt W.A.S. Pratt of No.44 Sqn; F1955 flown by Capt. S.M. Kinkead of B Flt, A Detachment, South Russia Instructional Mission.

Verdict: *This is the version most people will have been waiting for and it is bound to sell well. There are still more Camel derivatives to be produced by Roden, so keep your collection up to date by adding this little gem to it. Our thanks to Roden for supplying the review sample.*

Curtiss P-36A 'Pearl Harbor Defender'

Scale 1:32 / Special Hobby, Czech Republic / **Materials:** IM, R, PE, VF / **Kit No.:** SH320033 / **Availability:** Hannants (UK Distribution) and Special Hobby stockists worldwide / **Price Guide:** £28.90

+ This is the first time the P-36 has been offered in this scale in injected plastic, the only previous option being the excellent resin version from Craftworks. The kit comprises 103 injected, 12 clear, 8 resin and 29 photo-etched components. The fuselage halves have the engine separated at the bulkhead, so obviously Special Hobby intend making different versions at a later date. The P-36A is the Curtiss Model 75L, which was an improved Y1P-36, and 210 were ordered (the last thirty were built as P-36Cs). The P-36A differed only from the previous Y1P-36 by the addition of cowl flaps. This kit offers two decal options and they are for 2nd Lt H.W. Brown (2 victories) and Lt P. Rasmussen (1 victory) who, on 7th December 1941, flew in defence of Pearl Harbor. The latter is bare metal overall, while the former is Olive Drab over Neutral Grey.

Verdict: *This is certainly a neat looking model of a subject it is nice to have in plastic in this scale at last. The separate engine sections make for a difficult task in keeping the whole fuselage straight whilst obtaining a good joint, but this type of model is designed for the more experienced modeller anyway. If you are happy working with any previous MPM or Special Hobby product then this one will hold no nasty surprises for you and it is highly recommended. Our thanks to Special Hobby 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

Above the Trenches by C. Shores, N. Franks & R. Guest (Grub Street 1993)
 Sopwith Camel, by J.M. Bruce Windsock Datafile 26 (Albatros Productions, 1991 & 2004 ISBN: 0-94818-30-8)
 Sopwith 2F1 Camel by J.M. Bruce, Windsock Datafile 6 (Albatros Productions 1987, 1996 & 2004)
 Sopwith Camel F1 by J.M. Bruce, Profile No.31 (Profile Publications 1965)
 Sopwith Camel Squadrons by L.A. Rogers (Albatros Productions 2001 ISBN: 0-902207-35-1)
 Sopwith Fighters In Action No.110 (Squadron/Signal Publications)
 The Camel File by R. Sturivant & 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)



Dimensions

Span - 37ft 4in
 Length - 28ft 7in

Dimensions - 1:32

Span - 383.4mm
 Length - 272.4mm

References

Curtiss Hawk 75 by P.M. Bowers, Profile No.80 (Profile Publications 1966)
 Curtiss H-75 by P. Marchand & J. Yakamori, Les Ailes de Gloire No.6 (2002)
 Docavia No.22: Curtiss H75
 Fanatique de l'aviation No.19, 22 & 140
 Replic No.18 (February 1993) & 25 (September 1993)

new releases - kits

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

Douglas TBD-1 Devastator [Early 1938 & 1942]

Scale 1:72 / Valom, Czech Republic / Materials: IM, R, PE

Kit No.: 72011 & 72012 / Availability: Hannants (UK Importer) and Valom stockists worldwide / Price Guide: £19.50

+ The Devastator has not been done in this scale since Airfix did it many, many years ago. Even today the type has only ever been done once in any other scale (1:48, Monogram), but now we are seeing a resurgence in interest in this early war period USN subjects with these two new kits from Valom and a new mainstream injected one from Trumpeter, in 1:32 no less! Both of these Valom versions can be dealt with together as they are identical save for the decals and the torpedo under the 'early' version and bombs for the 1942 version. Each comprises 32 injected, 17 resin, one injected clear and 25 photo-etched parts. The cockpit is a nicely detailed resin unit, but with the complex nature of the sliding canopy sections it is not a surprise to find the injected canopy as one piece. Sadly this means you can't open it to show off the interior but I recall Falcon did a vac-formed one for the Airfix kit in one of their USN sets that may also work here? There are two decal options in each kit, the 1938 version offers 2-T-1 on USS Lexington, San Diego, California and 3-T-14 on USS Saratoga, NAS North Island, San Diego, California both in 1938; both of these are aluminium overall with Chrome Yellow upper wings. The 1942 version offers 'Black 5' on Wake Island in February 1942 and 'Black 8' on USS Enterprise in April 1942; both are Blue/Grey over Light Grey.

Verdict: Valom always offer something a little bit unusual and these two new kits can be recommended if you have the experience in working with this type of limited-run product. Sadly the kit instructions let the side down a bit, as the bombs in the 1942 version are completely omitted for a note of 'bomb' with an arrow on the final diagram, so be warned. Our thanks to Valom for supplying the review samples.

Dimensions

Span - 50ft 0in (15.24m)
Length - 35ft 0in (10.67m)
Height - 15ft 1in (4.60m)

Dimensions - 1:72

Span - 211.6mm
Length - 148.2mm
Height - 63.9mm

References

Douglas TBD Devastator, Profile No.171 (Profile Publications)

**Vultee A-35B Vengeance 'Armée de l'Air'**

Scale 1:72 / Special Hobby, Czech Republic / Materials: IM, R, PE, VF

Kit No.: SH72049 / Availability: Hannants (UK Distribution) and Special Hobby stockists worldwide / Price Guide: £11.10

- Revised reissue of Vengeance Mk I/II (#SH72034) and US/Brazilian (#SH72040) released by Special Hobby in 2003

- A-35B - 831 built, including 564 for UK as Mk IV fitted with six-gun wing. Many later converted to TT Mk IVs

- Used by Armée de l'Air in the African theatre from 1943 onwards
- Used for patrol flights and training
- Several fitted with non-standard exhaust pipes

- Kit comprises 34 injected, 19 resin, two vac-formed and 7 photo-etched parts

- Decals for two machines: S/No. 41-31296 of GB I/32 based at Agadir airbase in 1943-44 and S/No. 41-31288 of GB I/17 based at Marrakech airbase in 1943. Both are Olive Drab (with a mottle of Medium Green on the leading and trailing edges of the wings and tail) over Neutral Grey.

Verdict: The subject will be of great interest to Armée de l'Air

fans and so if you have experience with this type of limited-run, mixed medium kit, it can be recommended.

Dimensions

Span - 48ft 0in (14.63m)
Length - 39ft 9in (12.12m)
Height - 15ft 4in (4.67m)

Dimensions - 1:72

Span - 203.2mm
Length - 168.3mm
Height - 64.9mm

References

Fana de l'aviation Nos.342 & 343
Vultee Vengeance by P. Smith (Airlife)
Vengeance - The Vultee Vengeance Dive Bomber by P.C. Smith (Smithsonian)

**Fokker D.VII [QAW Mid-production]**

Scale 1:48 / Roden, Ukraine / Materials:

IM / Kit No.: 418 / Availability: Pocketbond Ltd (UK Importer) and Roden stockists worldwide / Price Guide: £14.99

- Next release in the D.VII series from Roden, basically similar to all previous ones but with revised engine cowls etc to depict the mid-production series from QAW (Ostdeutschen Albatros Werken)

- See Mike Capell's review of the early-production Fokker version in Issue 6

- QAW-built examples had four-colour lozenge fabric instead of five-colour

- Kit comprises 104 injected parts, twelve of which are not used for this version

- Decals for six machines, flown by the following pilots and/or units, Lt Hans Jungwirth of Jasta 78b; Lt Walter Blume of Jasta 9; Lt Frierich Stoer of Jasta 35b; Lt Karl Ritscherle of Jasta 60; Lt Ulrich Neckel of Jasta 6; Lt Rudolf Stark of Jasta 35b.

**Dimensions**

Span: [Upper] 29ft 3 1/2in (8.90m) [Lower] 23ft 0in (7.01m)
Length - 22ft 11 1/2in (6.954m)
Height - 9ft 2 1/4in (2.75m)

Dimensions - 1:48

Span - 184mm
Length - 143.9mm
Height - 57.3mm

References - Our pick of the bunch!

Fokker D.VII Anthology 1 (Albatros Productions)
Fokker D.VII Anthology 2 (Albatros Productions)
Fokker D.VII Anthology 3 (Albatros Productions)
Fokker D.VII In Action No.166 by D. Edgar Brannon (Squadron/Signal Publications 1997)
Fokker D.VII Wicksack Datafile No.9 by P.M. Grosz (Albatros Productions, ISBN 0 948414 15 4)
Fokker D.VII by P.L. Gray, Profile No.25 (Profile Publications 1965)
Fokker Dr.I & D.VII in WWII (Schiffer)

Verdict: As Mike said in his review, these are not the easiest of kits to build and Eduard probably learnt a lot from them, which is why their examples had complete fuselages for each sub-variant instead of going for the complexity of separate cowls! With that said, these kits are still worth considering as they will, with a little care and attention, make up into very impressive models, and don't forget that Part already do some pretty extensive etched update sets for them. Our thanks to Roden for the review sample.

Koolhoven FK-51 'Spanish Version'

Scale 1:72 / Azur, Czech Republic / Materials: IM, R, PE, VF /

Kit No.: A064 / Availability: Hannants (UK Distribution) and Azur stockists worldwide / Price Guide: £11.10

- Revised reissue of Dutch Version released by Special Hobby (#SH72048), see Issue 6

- This version operated in Spain and had the fuselage and wings from the 1st production series of Dutch FK-51s, so this kit has new wings and fuselage.

- 22 (or 28) sold clandestinely to the Spanish Republican Government prior to WWII

- Used as light bombers by 'Krone Circus' in the Cantabrian region of Spain

- Kit comprises 41 injected, one resin, two vac-formed and 29 photo-etched parts

- Decals for four machines, all of the Spanish Republican Air Force: CK-007 based at Valencia in February 1938: EK-002 based at El Carmoli in 1938: EJ-05 of an unknown unit; and aircraft '6' that operated from Northern Spain in 1938. All are dark green over light blue

Verdict: If you are into inter-war or Spanish aviation then this is a type that you will want to add to the collection. It is not for the complete novice, but if you have experience with this type of limited-run, mixed medium kit, then it should not prove too difficult to build.

Dimensions

Span - 9.00m
Length - 7.85m
Height - 2.85m

Dimensions - 1:72

Span - 125mm
Length - 109mm
Height - 39.6mm

References

Air International Vol.25 No.6
Encyclopédie de l'aviation Vol.9
La Aviación Republicana Española 1938-1939



Hunting Percival Pembroke C Mk 1 'Cold War'

Scale 1:72 / Special Hobby, Czech Republic / **Materials:** IM, R, PE
Kit No.: SH72105 / **Availability:** Hannants (UK Importer) and Special
 Hobby stockists worldwide / **Price Guide:** £17.45

- Reissue of previous C Mk 54 version (#SH72078), this time with RAF markings
- Decal options cover the clandestine use of the type by No.60 Squadron during Operation Hallmark to photograph Soviet and East German military installations and airfields underneath the tightly controlled air corridors.
- Kit comprises 142 injected parts, 26 of which are not used in this version, plus 21 (9 not used) clear, 21 resin and 39 photo-etched parts
- Decals for three machines: WV700 of the Levant Communications Flight in 1956; WV176 of No.60 Squadron, RAF Wildenrath, Germany; XF799 also from No.60 Squadron at Wildenrath. All are Light Aircraft Grey with white upper fuselage decking.

Verdict: The only other injected kit prior to this one was the 16th Escadron example way back in 1991, and that was pretty basic to say the least. This new kit is the usual limited run fare and as such is more suited to the modeller with experience in this type of kit. Our thanks to Special Hobby for the review sample.

Dimensions

Span - 64ft 6in (19.66m)
 Length - 48ft (14.02m)
 Height - 16ft (4.90m)

Dimensions

Span - 273.1mm
 Length - 194.7mm
 Height - 68.1mm

References

Air Fan No. 87 (February 1986)
 RAF Germany (Ian Allan)
 RAF Air Power Today, Warbirds Illustrated No. 25
 RAF Colour Album (Janes & McDonald)
 Scale Aircraft Modelling Vol.10 No.1 (October 1987)

**Buffalo Model 339-23 'In RAAF and USAAF colours'**

Scale 1:48 / Special Hobby, Czech Republic / **Materials:** IM, R, PE, VF
Kit No.: SH48057 / **Availability:** Hannants (UK Distribution) and Special
 Hobby stockists worldwide /
Price Guide: £20.90

- Revised reissue of F2A-33 Buffalo 'Battle of Midway' (#SH48032) released by Special Hobby in 2005 (See Issue 2).
- Model 339-23 [Brewster Model B-439], 20 built for Dutch East Indies, 17 of which went to Australia
- Kit comprises 73 injected, 8 resin, 5 clear and 43 photo-etched parts
- Decals for three machines: A51-10 of No.25 Sqn, RAAF, Pearce Airbase, Australia, September 1942; A51-3 of No.1 PRU Sqn, RAAF, Hughes Airbase, Australia, 1942; A51-15 of the 5th AF, USAAF, Essendon Airbase, Australia in June 1942. All are Olive Drab and Medium Green over Sky Blue.

Verdict: As Nick pointed out in his build of the F2A-3 in Issue 2, this is not the easiest of kits to build. However, if you like the subject and the scale and can work with all the mediums, then this is a kit that will pay back the time invested in making it. Our thanks to Special Hobby for the review sample.

**Dimensions**

Span - 35ft 0in (10.67m)
 Length - 26ft 4in (8.03m)
 Height - 12ft 1in (3.68m)

Dimensions - 1:48

Length - 222.3mm
 Span - 167.33mm
 Height - 76.7mm

References

Brewster Buffalo, Profile No.217 [Blue Series] (Profile Publications)
 Brewster F2A Buffalo (Kagero 2004)
 Brewster Model 239 by K. Keskinen, K. Stenman & K. Miska (Apali Oy, 1995)
 F2A Buffalo In Action No. 81 by J. Maas (Squadron/Signal Publications 1987 ISBN: 0-89747-196-2)
 F2A Buffalo, Monografie Lotnicze No.10 (AJ Press, 1993)
 US Navy Carrier Fighters of World War Two (Squadron/Signal Publications, 1987)

N.A. P-51D/K Mustang Mk IVA

Scale 1:24 / Airfix, UK / **Materials:** IM, RB / **Kit No.:** I4003 / **Availability:** Airfix (Worldwide Distribution) / **Price Guide:** £44.99

- This is a revised issue of their original P-51D kit first released in the mid-1970s
- Modifications have been achieved with new grey and clear plastic parts. The former are the Aeroproducts and uncuffed Hamilton-Standard propellers, louvred outlets for the cowl sides and the frame and insert for the cameras in the RF version. The clear sprue offers a revised canopy and lenses for the previously mentioned camera installation
- Kit comprises 220 plastic, 15 clear and three rubber components.
- Decals are included for the KM272, QV-V 'Dooleybird' flown by Flt Lt A.S. Doley of No.19 Sqn; KH676, CV-A, flown by Flt Lt A.F. Lane DFC of No.3 Sqn (RAAF); RF-51D, S/No.44-11913 of the 45th Tactical Reconnaissance Sqn, USAF during the Korean War; S/No.9570 of No.402 'City of Winnipeg' Auxiliary Sqn, RCAF in 1950.

Verdict: The basis of this kit is old, but still sound and in many ways superior to the newer example from Trumpeter. It can be a bit wobbly once built, as the oleos seem a little frail, but the addition of new parts make for a very appealing product. About the only problem you will have is which colour scheme to build, as they are all very appealing! Our thanks to Airfix for the review sample.

Dimensions

Span - 37ft 5/16in (11.28m)
 Length - 32ft 3 1/4in (9.82m)

Dimensions - 1:24

Span - 470mm
 Length - 409.2mm

References - Our pick of the bunch!

Air War over Korea by J. Mesko (Squadron/Signal Publications, 2000)
 F-51 Mustang Units over Korea by W. Thompson, Osprey Frontline Colour No.1 (Osprey Publishing 1999)
 North American P-51D Mustang by S. Nohara & M. Shiwaku - Aero Detail No.13 (Art Box Co., Ltd, 1995)
 North American P-51 Mustang, Production Line to Frontline No.1 by M.O. Leary (Osprey Publishing 1998)
 P-51 Mustang a Photo Chronicle by L. Davis (Schiffer)
 P-51 Mustang, Classic Aircraft No. 3 (Patrick Stephens, 1973)
 P-51 Mustang Part 2 [D to F-62H], Detail & Scale Vol.51 by B. Kinsey (Squadron/Signal Publications 1997)

**Edo XOSE-1**

Scale 1:72 / Pro-Resin, Ukraine / **Materials:** R, PE, VF / **Kit No.:** R72-014
Availability: Hannants (UK Distribution) and Pro-Resin stockists
 worldwide / **Price Guide:** £21.35

- Pro-Resin is the resin kit production side of Olimp Models
- This is one of three versions of this subject they have done, the others being the OSE-1 (#R72-015) and the OSE-2 (#R72-016).
- This version depicts the land-based version with an undercarriage
- Kit comprises 28 resin, one vac-formed and 28 photo-etched parts.
- Decals are included for the prototype, as this type was never adopted for series production. It is Sea Blue and Intermediate Blue over white.

Verdict: This is certainly an unusual subject, but that is what resin kits are all about. It is well produced and nicely detailed so if you have experience with resin kits and you are into post-war USN or prototype aircraft, then it can be highly recommended. Our thanks to Olimp Models for the review sample.

Dimensions

Span - 11.57m
 Length - 9.47m
 Height - 4.54m

Dimensions - 1:72

Span - 160.7mm
 Length - 131.5mm
 Height - 63.1mm

References

Lofectvi - Kosmonautika 1/87
 United States Navy Aircraft since 1911 by G. Swanborough & P. Bowers (Putnam 1990)



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 7135

Daimler-Benz DB603 engine

The bulk of this engine is resin, with the supercharger, rear ancillaries and some pipework separate. The smaller details such as access and pressure blow-out plates, mounting brackets and injector unit are supplied in etched brass. This type of engine is suitable for the He 219, Do 217, Me 410 and Do 335 amongst others.

Designed for: See review

Material: R, PE

Price Guide: £5.30



1:72 7142

Browning M2 0.50in. waist mounted

This is a set of four machine-guns configured for use in waist-mounted gun positions in aircraft like the B-25 & B-17. Each gun is made up of six resin and five etched brass components and the ammunition feed belts are supplied in a flexible rubber.

Designed for: See review

Material: R, PE, RB

Price Guide: £4.40



1:48 4259

Kawasaki Ki-100-1b cockpit set

With this new interior set you get the seat, sidewalls, front bulkhead, upper decking with machine gun breeches, control column, gunsight, compass, rear bulkhead and head armour as resin components. To this are added small details in etched brass such as the seat belts, instrument panel, various control levers, and rudder pedals.

Designed for: Hasegawa kit

Material: R, PE

Price Guide: £7.05



1:48 4201

McDonnell AV-8B Harrier II wheel bays

This resin set replaces the nose and main wheel bays in the Hasegawa kit. The nose bay is a single moulding and complete with separate doors, while the main bay is made up of three main parts plus separate doors and linkage. The small length of brass wire is for use in the main bay.

Designed for: Hasegawa kit

Material: R

Price Guide: £7.05



1:48 4264

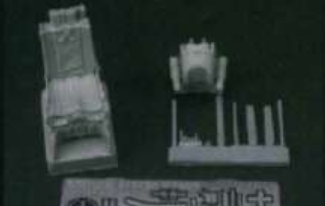
Su-27 exhaust nozzles

This set of replacement exhaust nozzles comprises five resin and one etched brass component per side.

Designed for: Academy kit

Material: R, PE

Price Guide: £8.85



1:32 2023

K-36DM ejection seat

This highly-detailed replacement seat is made up of seven resin and twenty-two etched components. Most of the latter make up the seat harness, which for this type of seat is pretty complex! The K-36DM is suitable for the MiG-29, Su-22, Su-25 and Su-27 amongst others.

Designed for: See review

Material: R, PE

Price Guide: £7.05



1:32 2030

Su-27 wheel bays

A boxed set due to the size of these resin parts, this offers highly detailed replacement main and nose wheel bays with new door retraction rams but no doors.

Designed for: Trumpeter kit

Material: R

Price Guide: £12.40



1:32 2036

F/A-18C Hornet exhaust nozzles [open]

This set of replacement exhaust nozzles is made up of five resin and one etched brass component per side and depicts the exhaust in open position.

Designed for: Academy kit

Material: R, PE

Price Guide: £12.40



1:32 2037

F/A-18C Hornet exhaust nozzles [closed]

This set is identical in approach to the previous one, and comprises five resin and one etched brass part per side, but this time the exhausts are in the closed position.

Designed for: Academy kit

Material: R, PE

Price Guide: £12.40

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)

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

Pavla Models, Czech Republic (www.pavlamodels.cz) - Available from Hannants in UK and Squadron in USA

Here is the latest bunch of update sets from Pavla.



1:72 S72040

SAAB ejection seat

This offers the light-weight ejection seat, very similar to the Fairey unit of this era, produced by SAAB and used in their J-29 Tunnan. It is a single-piece resin casting complete with seat harness.

Designed for: Airfix, Heller or Matchbox kits

Material: R

Price Guide: £1.75



1:72 C72050

SAAB J-29

This update set for the J-29 comprises a new cockpit floor and rear bulkhead, sidewalls, instrument panel, control column, ejection seat and main wheels all in resin, plus a replacement vac-formed canopy. The instructions state the set is for the Airfix or Heller kits, but we presume it could also be used (with modification) in the old Matchbox kit as well?

Designed for: Airfix or Heller kits

Material: R, VF

Price Guide: £5.60



1:48 S48020

Martin-Baker Mk 10A ejection seat

This is a single-piece resin casting complete with seat belts etc. It is suitable for the Tornado, Mirage III and F.1 and certain versions of the BAe Hawk.

Designed for: See review

Material: R

Price Guide: £1.50



1:48 C48008

Mil Mi-24D Hind interior set

This is a completely new resin cockpit update comprising the main tub itself, seats with belts, control columns, instrument panels and facia for the crew access door. Note that the Mini Hobby Model kit is the one most people in the UK will assume is by Trumpeter, as the packaging etc is very similar.

Designed for: Monogram or Mini Hobby Models kits

Material: R, **Price Guide:** £15.99



Verdict: These are all pretty good sets, maybe not as crisply moulded as some and we have found their vac-form canopies to be a bit hit-and-miss clarity wise, but overall well worth consideration as they will allow you to update subjects that have not been that well covered elsewhere (or have been but much more expensively!). Our thanks to Pavla Models for the review samples.

Available from: www.hannants.co.uk

AIMS, UK - Available from the manufacturer

AIMS have reissued these sets to coincide with the new Do 217 released by Italeri.



1:72 Do 217E

K-2 & J-1 BMW 801 engine fronts

This is a simple set of resin components that replace the front engine ring and spinner on any of the Italeri Do 217 kits. These replace the cowl, which is 'pinched', and the spinners, which are too pointed.

Designed for: Trumpeter kit

Material: PE

Price Guide: £3.00 + P&P

Verdict: This is a well produced and very useful set, which is well timed for those of you intending to build the 'new' Italeri Do 217E kit. Our thanks to AIMS for the review sample.

Available from: Manufacturer
(j_s_mcillmurray@talk21.com)

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

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

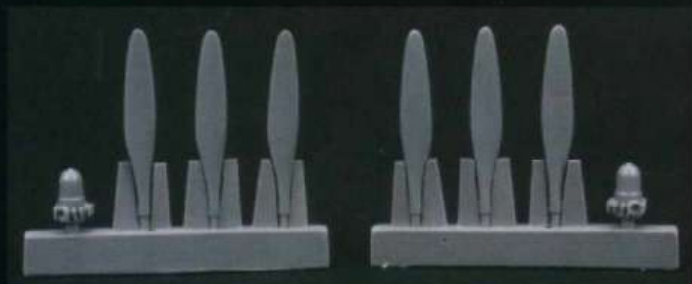
WM - White-metal (including Pewter)

new releases - accessories

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

Quickboost, Czech Republic (www.quickboost.net) - Available from Hannants (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.



1:72 QB72 010

B-25 Mitchell propellers

The replacement propeller units in this set comprise each blade and the hub as separate parts.

Designed for: Any B-25 kit

Material: R

Price Guide: £2.95



1:72 QB72 012

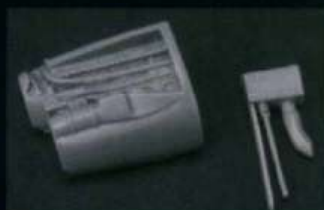
MiG-21F-13 intake

This set offers the air intake and radar bullet to replace the inaccurate ones in the intended kit.

Designed for: Revell kit

Material: R

Price Guide: £2.99



1:72 QB72 014

P-38J Lightning engine

This set consists of just three resin components, the main piece being the detail engine insert that will replace one side of the engine cowl, while the other two parts are a pipe and a support strut.

Designed for: Academy kit

Material: R

Price Guide: £2.99



1:72 QB72 011

F-4 Phantom ejection seats

The two ejection seats in this set are cast complete with seat harness and depict the Martin-Baker H7 units used in the F-4 Phantom

Designed for: Any F-4 Phantom kit

Material: R

Price Guide: £2.95



1:72 QB72 013

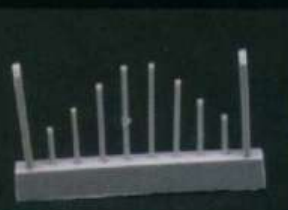
F-16A to C ejection seat

This set is complete with seat harness and is made up of four parts with the firing handle and side guards moulded separately.

Designed for: Any F-16 kit

Material: R

Price Guide: £2.25



1:72 QB72 016

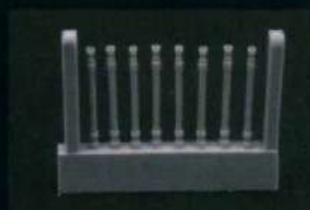
P-47D Thunderbolt gun barrels

This set offers replacement barrels for any P-47D kit and they are so finely cast that they are hollow!

Designed for: Any P-47 kit

Material: R

Price Guide: £2.25



1:72 QB72 021

Lancaster gun barrels (oval perforations)

This set offers replacement barrels for all the guns in a Lancaster and depict those Browning machine guns with the oval perforated barrel jackets.

Designed for: Any Lancaster kit

Material: R

Price Guide: £2.99



1:48 QB48 019

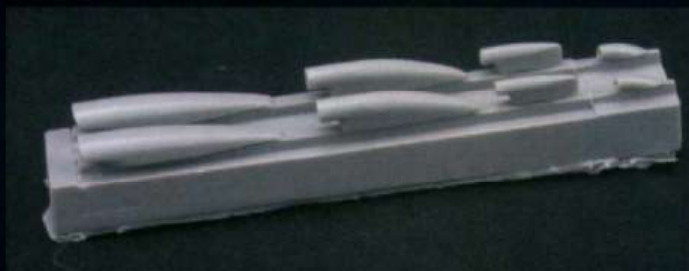
Bf Bearcat engine

This is a direct replacement for the engine in the kit and it comprises the main engine with the ancillary equipment (x4) as separate parts.

Designed for: Hobbycraft & Academy kits

Material: R

Price Guide: £5.35



1:48 QB48 021

MiG-21MF air scoops

This set offers direct replacement intakes that are better than those in the kit because they are hollow and look more realistic.

Designed for: Academy kit

Material: R

Price Guide: £2.99

Verdict: These are excellent, simple updates that are beautifully cast and highly detailed, so they can be highly recommended. Our thanks to Quickboost for the review samples.

Available from: www.quickboost.net

Key

BR - Brass (not etched)

DEC - Water-slide 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 48184 Deadly Demons Part III

- F3H-2N, BuNo.33619 of VF-14 on USS Franklin D. Roosevelt [CVA-42], NAS Cecil Field, Florida, 1957 (LGG/GW)
 - F-3B-19, BuNo.146715 of VF-13, USS Shangri-La [CVA-38], NAS Cecil Field, Florida, 1963 (LGG/GW)
- Colour Key:** LGG - Light Gull Grey, GW - Gloss White
Designed for: Grand Phoenix kit
Price Guide: £7.15

I:48 48213 USAF F-84 Part I

- F-84G-1, S/No.51-868 of the 493rd Fighter Bomber Squadron (FBS), 48th Fighter Bomber Group (FBG), USAF (NM/DD/Y)
 - F-84G-1, S/No.51-994 of the 55th FBS, 20th Fighter Bomber Wing (FBW), USAF, RAF Wethersfield, 1952-54 (NM/DD)
- Colour Key:** NM - Natural Metal, DD - Olive Drab, Y - Yellow
Designed for: Tamiya kit
Price Guide: £7.15

I:48 48214 USAF F-84 Part II

- F-84E-5, S/No.49-2229 of the 22nd FBS, 36th FBW, USAF (NM/DD/R)
 - F-84G, S/No.51-1226 of the 492nd FBS, 48th FBW, USAF, Chaumont, France, 1952. (NM/DD)
- Colour Key:** NM - Natural Metal, DD - Olive Drab, Y - Yellow, R - Red
Designed for: Tamiya kit
Price Guide: £7.15

I:48 48215 USAF F-84 Part III

- F-84G-1, S/No.51-965 of the 79th FBS, 20th FBW, USAF, RAF Wethersfield, 1952-54 (NM/DD)
 - F-84E-5, S/No.49-2229 of the 22nd FBS, 36th FBW, USAF (NM/DD/R)
- Colour Key:** NM - Natural Metal, DD - Olive Drab, Y - Yellow, R - Red
Designed for: Tamiya kit
Price Guide: £TBA

I:32 32072 Avengers Part II

- JV150, CJJ of No.711 Squadron, 1945 (EDSG/DSG/W)
 - JZ185, 4F of No.832 Squadron, HMS Begum, 1944 (EDSG/DSG/S)
 - JZ114, 376 of No.848 Squadron on HMS Formidable, 1945 (EDSG/DSG/S)
- Colour Key:** EDSG - Extra Dark Sea Grey, DSG - Dark Slate Grey, W - White, S - Sky
Designed for: Trumpeter kit
Price Guide: £8.99

I:32 32073 Avengers Part III

- TBM-1, USS Mission Bay [CVE-59] (SGSB/IB/IW)
 - JZ490, based at Donibristle in 1944 (EDSG/DSG/S)
 - TBM-1c of VT-7 on USS Hancock [CV-19] (SGSB/IB/IW)
 - TBM-1c of VC-76 of USS Petrel Bay [CVE-80] on the 30th January 1945 (SGSB/IB/IW)
 - TBM-3 of VC-68 on USS Saginaw Bay [CVE-82] in March 1945 (SGSB/IB/IW)
- Colour Key:** EDSG - Extra Dark Sea Grey, DSG - Dark Slate Grey, S - Sky, SGSB - Semi-Gloss Sea Blue, IB - Intermediate Blue, IW - Insignia White
Designed for: Trumpeter kit
Price Guide: £8.99

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. 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

AeroMaster, USA (www.aeromaster.com)**1:72 72-210 He III, Best Sellers Luftwaffe****Mediums Part I**

- He IIIH-14, 6N-BK of I/Kgr 100, Vannet, France, 1940 (RLM 70/71/65)
- He IIIH-6, IG-HK of 2/Kgr 27, Russia, 1943 (whitewash over RLM 70/71/65)
- He IIIH-22 probably from III/KG33 based at Venlo, Holland in 1944. (RLM 70/71/75/65)
- He IIIH-4, IT-HK of III/KG26 on the Eastern Front in 1942 (RLM 75 over 70/71/65)

Colour Key: RLM 65 - Hellblau, RLM 70 - Schwarzgrün, RLM 71 Dunkelgrün, RLM 75 - Grauviolett

Designed for: Hasegawa & Italeri kits

Price Guide: £8.50

**48-727 F-84F Thunderstreak in the Guard Part I**

- F-84F-40-RE, S/No.52-6616 of the 110th TFS, 131st TFW, Missouri ANG (NM)
- F-84F-15-RE, S/No.51-1485 of the 108th FBS Illinois ANG, O'Hare International Airport, 1955 (NM)

Colour Key: NM - Natural Metal

Designed for: Monogram kit

Price Guide: £7.15

48-728 F-84F Thunderstreak in the Guard Part II

- F-84F-35-RE, S/No.52-6426 of the 163rd FBS, 122nd FBG, Indiana ANG (NM)
- F-84F-40-GK, S/No.51-9524 of the 169th FIS, 162nd FIG, based at Peoria, Illinois (NM)

Colour Key: NM - Natural Metal

Designed for: Monogram kit

Price Guide: £7.15

1:48 48-738 The 55th FG at War Part I

- P-51D, S/No.44-14676, flown by William Searby of the 3rd Scout Force, 338th FG, 55th FG (NM)
- P-51D, S/No.44-14223, 'Katydid', flown by Elwyn Righetti the CO of the 338th FS, 55th FG (NM)
- P-51D, S/No.44-15608, 'Cape Cod Express', flown by Lt C. Coggeshall of the 343rd FS, 55th FG (OD/NM)

Colour Key: OD - Olive Drab, NM - Natural Metal

Designed for: Tamiya kit

Price Guide: £8.15

Zotz, Mexico (www.zotzdecals.com)**1:72 ZTZSP2 - Roundels of the World Part 2**

This is a five-sheet pack that offers roundels (or flags) and, where appropriate, fin flashes for the following South African nations:

Angola, Botswana, Burundi, Congo, Congo Zaire, Guinea Ecuatorial, Gabon, Kenya, Lesotho, Madagascar, Malawi, Mozambique, Namibia, Rwanda, Swaziland, Tanzania, Uganda, Zambia and Zimbabwe.

Price Guide: £14.50

**1:32 ZTZ32008 Vivacious Vipers #2**

This sheet offers decals for the below nations' F-16s.

- Indonesia, F-16A & B Block 15 used by No.3 Squadron since 1990 (FS 36440/34233)
- United Arab Emirates AF, F-16E/F Block 60 (FS36493/36375)
- Fuerza Aérea de Chile, F-16C & D Block 52 (FS26152/25237/26440)
- Republic of Singapore Air Force, F-16C & D Block 52 operated by Nos.140, 143 and 145 Squadrons
- Luftforsvaret Kongelige Norske, F-16B and MLU



as used by Nos 331 and 332 Squadron from 1993 (FS26270)

- Aeronautica Militare Italiana, F-16A and B ADF as used by Nos.5 & 37 Wings (FS 36270/36118)
- Kontap Agard Thia, F-16A & B ADF, used by Nos. 102, 103 & 403 Squadrons (FS 36373/36320)
- Luftforsvaret Kongelige Norske, F-16A and MLU, used by Nos. 331, 332, 334 and 338 Squadrons
- Al Jawwiyah al Malakiya al Urduniya (Jordan), F-16A ADF used by

1:48 48-739 The 55th FG at War Part II

- P-51D, S/No.44-14561, 'Miss Velma' flown by Capt. Frank Bertel of the 343rd FS of the 55th FG (OO/NM)
- P-51D, S/No.44-14151, 'Mick #5' flown by Maj. D.S. Cramer of the 338th FS, 55th FG (NM)
- P-51D, S/No.44-14985, 'The Millie P', flown by Maj. E. Giller of the 343rd FS, 55th FG (OO/NM)

Colour Key: OD - Olive Drab, NM - Natural Metal

Designed for: Tamiya kit

Price Guide: £7.15

48-760 New Bugs of the Fleet Part I

- F/A-1B, BuNo.165917, the CAG aircraft of VFA-2 'Bounty Hunters' on USS Abraham Lincoln flown by D. Burnham and J. Eden (DGG/LGG)
- F/A-1B, BuNo.165878 the CAG aircraft of VFA-102 'Diamond Backs' on USS Kittyhawk (DGG/LGG)

Colour Key: DGG - Dark Gull Grey, LGG - Light Gull Grey

Designed for: Hasegawa, Revell or Italeri kits

Price Guide: £6.75

48-761 New Bugs of the Fleet Part II

- F/A-1B, BuNo.165860, the CAG aircraft of VFA-27 'Royal Maces' on USS Kittyhawk flown by Capt. G.R. Mace and Capt. J.P. Aucoin (DGG/LGG)
- F/A-1B, BuNo.166608 the CAG aircraft of VFA-143 'Pukin Dogs' on USS Dwight D. Eisenhower, flown by Capt. R. Field (DGG/LGG)

Colour Key: DGG - Dark Gull Grey, LGG - Light Gull Grey

Designed for: Hasegawa, Revell or Italeri kits

Price Guide: £6.75

Verdict: A nice selection of excellent new sheets from Aeromaster. They are all very well printed with full-colour instructions and they can be highly recommended to all. Our thanks to Aeromaster for the review samples.

BEST BUY 9/10

FOR: SEE REVIEWS

No.2 Squadron since 1998 (FS36270/36118)

- Koninklijke Luchtmacht, F-16A MLU of Nos. 322 & 323 Squadrons (FS36270/36375)

The final nation is the one that has the 'Diana' artwork on the vertical fin, which is produced on this sheet by the inkjet process.

Designed for: Hasegawa (F-16A/B) and Academy or Tamiya (F-16C)

Price Guide: £16.95

Verdict: Zotz produce some nice sheets, with the special artwork as inkjet printed decals for higher resolution and all are well produced with full-colour instructions. This new batch is no exception and we are pleased to see that the instructions include a lot of information to assist the modeller in making the variants depicted. UK modellers can obtain this range from Hannants, while all other enquiries should be made directly to the manufacturer. Our thanks to Zotz for the review samples

BEST BUY 9/10

FOR: SEE REVIEWS



Galdecals, UK

1:72 72/007 Finnish AF Part 7

- SW.20/Serial F2 [Albatros B.IIa] on its delivery flight from Sweden on the 25th February 1918 (DL/VW/W)
- SW.20/Serial F2 [Albatros B.IIa] during service with the Finnish AF based at Vehmainen in March 1918 (DL/VW/W)
- Morane-Saulnier MS.50, '267' and '2610' based at Santahamina in March 1927 (DG/BM)
- Morane-Saulnier MS.50, 'MS554' based at Kauhava in September 1930 (A)
- DHC-2 Beaver, Esiklue based at Malmi in June 1972 (A)
- Britten-Norman BN-2AG Islander, BN-1 used as a courier aircraft from Luonetjärvi in 1974 (GW/GG/GR)
- Piper PA-31 Chieftain, PC-2 based at Kauhava in 1994 (VDD/LAG)
- MiG-21UM, MK-105 of Karelia Air Command based at Rissala in the Spring of 1975 (DB/OB/GG)
- MiG-21UM, MK-126 of HävLv 31 based at Rissala in 1982 (LG)
- MiG-21UM, MK-143 of HävLv 31 based at Halli in May 1983 (VDD/LBG/LAG)

Colour Key: DL - Doped Linen, VW - Varnished Wood, W - White, DG - Dark Green, BM - Bare Metal, A - Aluminium, GW - Gloss White, GB - Gloss Black, GR - Gloss Red, VDD - Very Dark Drab (FS20040), LAG - Light Aircraft Grey, LG - Light Grey, DB - Dark Brown (FS20045), OB - Olive Brown (FS24064), GG - Grey Green (FS24233), LBG - Light Blue/Grey (FS24154)

Designed for: Choroszy Modelbud [Albatros B.IIa], Dujin [MS.50], Airfix [DHC-2 & Islander], Broplan [PA-31], Bilek [MiG-21 UM]

Price Guide: £7.00

1:72 72/008 Finnish AF Part 8

- NAB.9 Albatros [Albatros B.II], Aviation Battalion based at Utti in the Summer of 1918 (DL/VW/W)
- Caudron C.59, 'CA-50' and 'CA-73' of the Maalentoiskaaderi based at Utti in early 1928 (DG)
- Caudron C.59, 'E.23' of Ilmailuosasto I based at Utti in early 1923 (DG)
- Gloster Gamecock II, GA-43 and GA-45 of the Maalentoiskaaderi based at Utti in the Summer of 1930 (DG/A)
- Douglas C-53, DO-9 and DO-11 of the KuljLv (Ministry of Cartography) based at Utti in the Summer of 1973 and the Autumn of 1974 (NM/W)
- Douglas C-47 of the KuljLv based at Utti in October 1973 (NM/W)
- MiG-21 UM, MK-103 of Karlsto based at Halli in 1973 (NM)
- Valmet L-90 TP Redigo, 'Halljala' of Valmet RG-I, TiedLv based at Halli in May 1992 (DG/LAG)
- Valmet L-90 TP Redigo, RG-2 of HävLv II based at Rovaniemi in 1996 (DG/LAG)
- Valmet L-90 TP Redigo, RG-3, the last aircraft built by Valmet, based at Halli in October 1993 (DG/LAG)

Colour Key: DL - Doped Linen, VW - Varnished Wood, W - White, DG - Dark Green, (FS34159), A - Aluminium, NM - Natural Metal, DB - Dark Grey (FS36173), LAG - Light Aircraft Grey (FS26440)

Designed for: Choroszy Modelbud [Albatros B.II], Dujin [C.59 Et2 & C.60], Aeroclub [Gamecock], Italeri [C-47 & C-53], Bilek [MiG-21

UM], Broplan [L-90]

Price Guide: £7.00

1:72 72/009 Finnish AF Part 9

- VL Sääski II, 'SA-122' of LAs 4 based at Turkinsaari in the summer of 1933 (A)
- VL Sääski II, 'SA-117' & 'SA-131' of LAs 3 based at Sortavala in the winter of 1934 (A)
- VL Sääski II, 'SA-125' of LeR 3 based at Säkikangas in the spring of 1941 (DG/A)
- VL Sääski II, 'SA-130' of LLe 26 based at Sakkola in the winter of 1942 (DG/A)
- VL Tuisku, TU-150, LAs 2 based at Santahamina in the spring of 1937 (DG/A)
- VL Tuisku, TU-163, LeSK, based at Tampere in the summer of 1940 (DG/A)
- VL Tuisku, TU-167, LeSK, based at Laajalahti in the summer of 1943 (DG/A)
- VL Tuisku, TU-171, Ilm.K, based at Kauhava in the summer of 1937 (DG/A)
- VL Tuisku, TU-174, Ilm.K, based at Mäntijärvi in the autumn of 1941 (DG/A)
- VL Viima, VI-2, Koel, based at Tampere in the summer of 1938 (O)
- VL Viima, VI-173, LeLv 12, based at Nurmoila in the summer of 1943 (DG/B/LG)
- VL Viima, VI-40, YhtLv, based at Malmi in the autumn of 1954 (A)
- VL Viima, VI-13, IlmaSK, based at Kauhava in the summer of 1958 (DG/O)
- VL Viima, VI-3, LeLv 12, based at Nurmoila in the summer of 1943 (O)
- Bristol Blenheim Series I, BL-104 of LLe 46, based at Tampere in January 1933 (DG/SG)
- Bristol Blenheim Series II, BL0149, LeLv 44, based at Onttola in November 1941 (DG/B/SG)
- Bristol Blenheim Series II, BL-129, LeLv 48, based at Onttola in November 1942 (DG/B/SG)
- Bristol Blenheim Series I, BL-117, LLe 44, based at Joroinen in February 1940 (DG/SG)
- Bristol Blenheim Series III, BL-129, LLe 26, based at Luonetjärvi in March 1940 (DG/SG)

Colour Key: A - Aluminium, DG - Olive Green (FS34096), O - Orange, B - Black, LG - Light Grey, DG - RAF Dark Green, SG - Sky Grey (FS36463)

Designed for: Dujin (VL Sääski II, Tuisku & Viima.), Frog/Novo (Blenheim Series I & II), MPM (Blenheim Series I, II & III)

Price Guide: £7.00

Verdict: Galdecals always offers something a little bit unusual, and these new sheets are no exception. Beautifully produced and printed they can be highly recommended to anyone with an interest in Finnish military aviation. This range can be obtained from Hannants in the UK, while all other enquiries should be made directly to the manufacturer. Our thanks to Galdecals for the review samples

BEST BUY 9/10

FOR: SEE REVIEWS

books

Calling all Publishers and Authors!

If you would like to have your aviation & modelling titles reviewed here, send copies along to the editorial address and we will be delighted to review them

Boeing B-29 Superfortress - The Ultimate Look

by W. Wolf

Schiffer Publishing

ISBN: 1-7643-2257-5

Price Guide: £49.95 (UK), \$59.95 (USA)

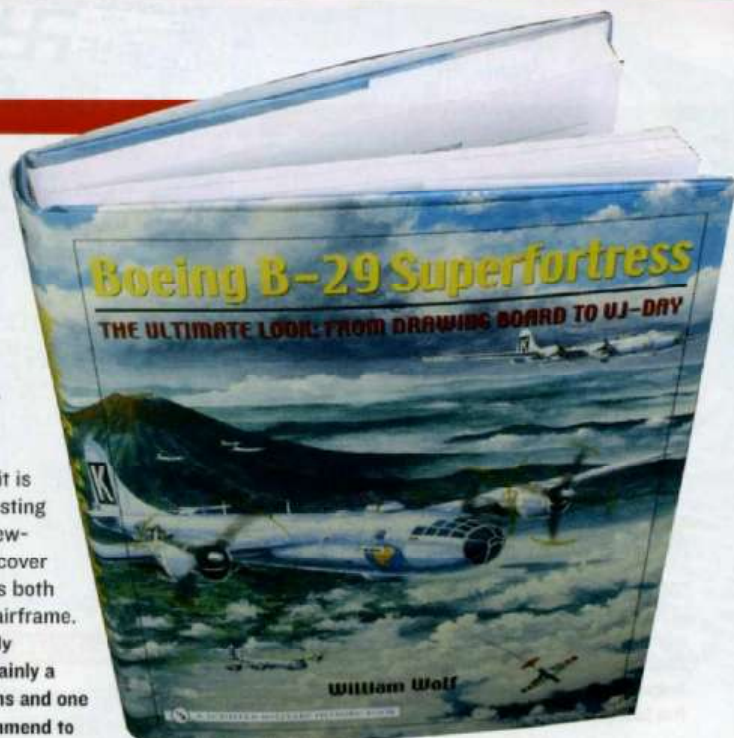
• 360-page, 275mmx220mm, hardback

• English

• www.schifferbooks.com

+ Schiffer have covered the B-29 before but this new title is indeed an 'ultimate' look at the design, as the 360 pages testify! The narrative is extensively illustrated with both period black and white images and, on occasions, some colour images of preserved examples. The coverage is so extensive that it is broken down into sub-sections covering the following: design, development, testing and production: B-29 described: B-29 training, crews and equipment: B-29 crewmen and flying the B-29: combat. Within each section there are chapters that cover specific elements and in the 'described' section there is a mass of detail photos both inside and out of the airframe.

Verdict: This is a really impressive book, certainly a must for all USAF fans and one that we highly recommend to all. All UK and European orders are dealt with by Bushwood, so contact them at 020 8392 8585 (email: info@bushwoodbooks.co.uk), while all other orders around the world should go directly to the publisher.



RATING 10/10

SUPPLIED BY: THANKS TO BUSHWOOD BOOKS

Westland Welkin

by M. Ovcacik & K. Susa

4+ Publications

ISBN: 80-86637-01-8

Price Guide: £9.55

• World War II Wings Line

• 28-page, A4 landscape, laminated card cover

• English

+ This series is well-known to all and the latest addition covers the F Mk I and NF Mk II versions of the Welkin. The first three pages contain the main narrative history, complete with technical specifications, production batches etc. The remainder of the title is photographic and as no Welkin exists, this is all via period black and white images combined with diagrams from the flight manual. The coverage is extensive, and should leave you in no doubt as to how this type was built and equipped. There are a couple of pages of colour artwork dotted about and there is an excellent set of 1:72 scale plans in the centre. As usual there are good sections at the rear of the title that deal with camouflage and markings and armament and equipment.

Verdict: Such detailed coverage of the Welkin is, for many, a surprise but the type is available in 1:72 from CMR and one can only hope someone may even consider it in 1:48 one of these days. It is certainly a title we highly recommend.



F-47D Thunderbolt

by N. Malizia

IBN (Istituto Bibliografico Napoleone)

ISBN: 88-7565-021-8

Price Guide: €13.90

• Aviolibri Records Series No.6

• 136-page, A5, laminated card cover

• English

• www.avrolibri.it

+ IBN produce two series within the Avrolibri series, one on specific types from a technical viewpoint and the other about a certain type's use in the Italian Air Force. This is one of the latter, as it takes a look at the operational use of the F-47D-30RA and -35RA in Italy. The title is text-heavy, but does have a good number of period black and white images and the text looks at the use of the type in general as well as the personal recollections of the author, who flew it. The appendices list each airframe delivered to Italy, with details of the original identification, their subsequent Italian Air Force identification and their final disposition.

Verdict: IBN offers some very interesting titles in this series and this new one does give an alternative history to a type otherwise well known in USAF service. It is certainly of interest to the modeller and it can be recommended to all



RATING 10/10

SUPPLIED BY: THANKS TO MARK I LTD

RATING 8/10

SUPPLIED BY: THANKS TO IBN

304 Squadron

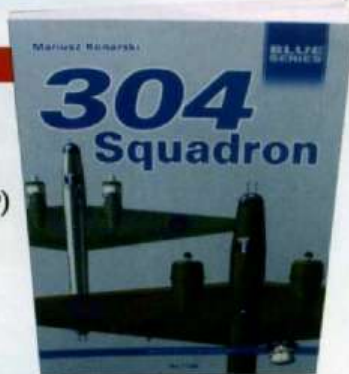
by M. Konarski

Mushroom Model Publications

ISBN: 83-89450-18-6

Price Guide: £9.99 (£11 inc P&P)

- Mushroom Model Magazine Special No.9102 (White Series)
- 96-page, A5, laminated card cover
- English

• www.mmpbooks.biz

+ This is the latest in the A5 format series from Mushroom and deals with the history of No.304 Squadron from its formation in 1940 through to the end of WWII. The squadron was manned with personnel from the 2nd & 6th Air Regiments of the Polish Air Force and operated with Bomber Command up to 1942, then with Coastal Command. Its initial service was with the Wellington, although its short post-war service saw it use the Warwick and Halifax in the transport role. This title is well written with a lot of previously unpublished photos, personal recollections of the crews and there are also sixteen pages of colour profiles at the very end.

Verdict: This is an interesting title and one that can be recommended to any of you interested in Polish aviation or Bomber and Coastal Command operations in WWII.

RATING 8/10

SUPPLIED BY: THANKS TO MUSHROOM MODEL PUBLICATIONS

Colours & Markings of the Israeli Air Force

by Y. Efrati

IsraDecal Publications

ISBN: 965-7220-03-3

Price Guide: £13.99

- 84-page, A4, laminated card cover
- English
- www.isradecal.com

+ As the title states, this is a detailed look at the very interesting topic of camouflage and markings applied to IAF aircraft and helicopters. The text deals with a specific period and is mixed with a good number of period black and white and, later, colour images. The text covers all the colours, with reference to the FS, or their close equivalents, and RAL numbers. Every type is included, with photos to illustrate the points covered, and these also have extensive captions to point out specific markings and things like demarcation etc.

Verdict: This is an excellent title and is ideally suited to the modeller as the FS and RAL references will leave you in no doubt as to the correct colours to use. It is highly recommended to all IAF fans.

**F-16 Fighting Falcon in Action**

by L. Drendel

Squadron/Signal Publications

ISBN: 0-89747-490-2

Price Guide: £9.70

- In Action series No.196
- 50-page, A4 landscape, laminated card cover
- English

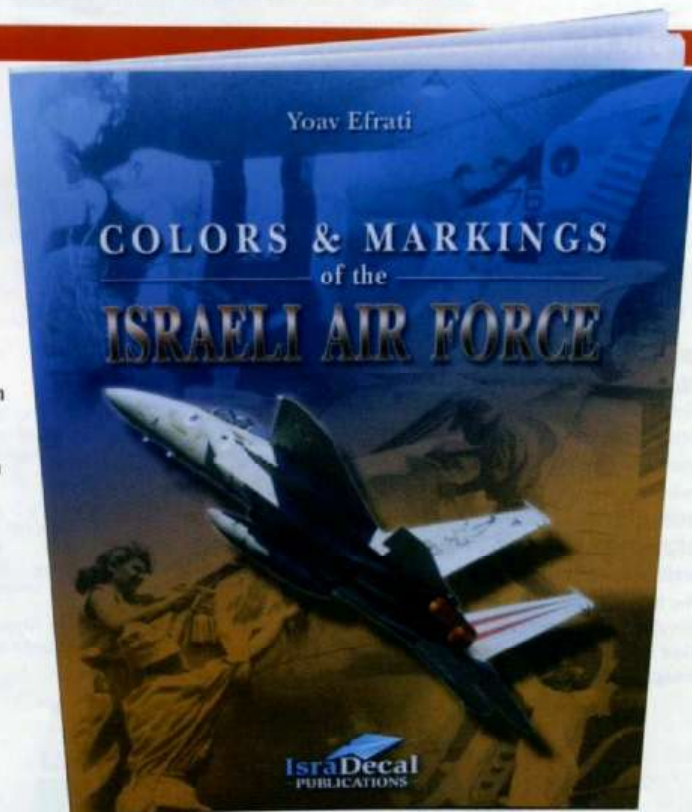


+ The F-16 has already been covered in this series many years ago (No.53), but this new edition is designed to both replace and update the story of the F-16. It comes in the usual In Action format, black and white throughout except for the centre pages, which offer profiles in colour. The narrative deals with the development and service career of the F-16 and is set in chronological order from the YF-16 through to the F-16F. The mix of text and images is good, with detail shots of areas like the radar, cockpit interior etc and as usual there are clear diagrams showing development of certain areas in the airframe like the vertical fin. The section towards the end covers the 'other' F-16s, like the Mitsubishi F-2, Ching Kuo fighter and the KAI T-50.

Verdict: Most modellers will build up a collection of In Action titles, either specific to their chosen subjects or the whole lot to act as a reference archive. Whichever is the case this new one is certainly well worth having and can be recommended to all.

**RATING 8/10**

SUPPLIED BY: THANKS TO SQUADRON/SIGNAL PUBLICATIONS

**RATING 10/10**

SUPPLIED BY: THANKS TO ISRADECAL PUBLICATIONS

Calling all Publishers and Authors!

If you would like to have your aviation & modelling titles reviewed here, send copies along to the editorial address and we will be delighted to review them

Boeing's B-47 Stratojet

by A.T. Lloyd

Specialty Press

ISBN: 1-58007-071-X

Price Guide: £24.99 (UK), \$39.95 (USA)

• Hardback with separate dust jacket

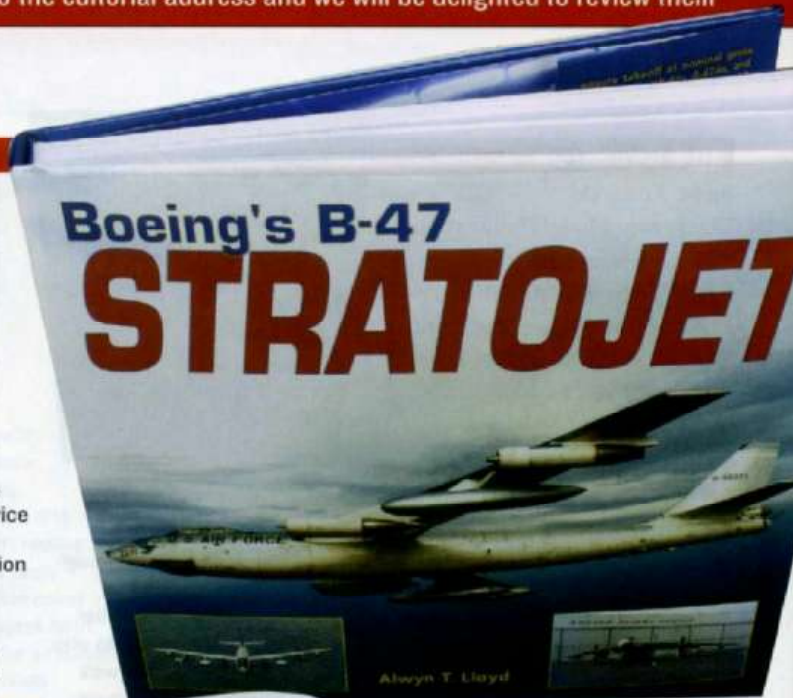
• 274-page, 260mmx260mm

• English

• www.specialtypress.com

+ Specialty Press are better known for their Warbird and Airliner Tech series, well they have expanded a bit with this massive hardback title on the B-47. The narrative covers all aspects of the development and service use of the B-47 and this is mixed with over 400 period black and white images. The ten chapters look at the prototypes, production and preparation for service entry, use of the type by the USAF as a bomber (their first six-engine jet bomber capable of carry a nuclear weapon), the various updates carried out in its life, the use of the B-47 as a reconnaissance platform, crew training, operational deployment and various experimental flying undertaken by the B-47. The extensive appendices include a good selection of colour images, full list of production numbers, B-47 units and their markings, Boeing model numbers and full details of accidents.

Verdict: This is an excellent title on the type and one that is so extensive in its coverage that it can be most highly recommended to all USAF enthusiasts. 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

P-51D Mustang

by T. Zmuda & M. Niecko

Kagero

ISBN: 83-89088-87-8

Price Guide: £6.99

• Topshots No.11015

• 50-page, A5 landscape, laminated card cover

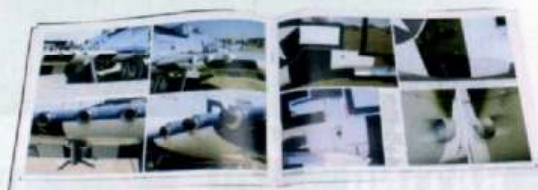
• Polish & English

• www.kagero.pl



+ The colour photographic coverage in this book uses three P-51Ds, the P-51D-25-NA owned by James E. Beasley and painted as 'Bald Eagle', the P-51D-25-NA owned by A. Saether and painted as 'Old Crow' and the P-51D-30-NA owned by R. Baranaskas and painted as 'Glamorous Gal'. 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 P-51D, S/No.44-14450, 'Old Crow' of the 363rd FS, 357th FG and P-51D, S/No.44-72216, 'Miss Helen' of the 487th FS, 352nd FG. Those familiar with this series will know that it offers full-colour walk-around images of the chosen subject and there is no narrative save for the introduction and extensive captions for each image.

Verdict: There are so many P-51D kits out there that this title cannot fail to find favour in the modelling community. It deserves to, as it offers excellent images and a wealth of information. It is highly recommended to all.



RATING 10/10

SUPPLIED BY: THANKS TO KAGERO

Soviet Secret Projects - Fighters since 1945

by T. Buttler & Y. Gordon

Midland Publishing

ISBN: 1-85780-221-7

Price Guide: £24.99 (UK), \$44.95 (USA)

• Secret Projects series

• 176-page, 282mmx213mm, laminated card cover

• English

• www.ianallanpublishing.com



+ Midland Publishing have made a bit of a name for themselves producing books that deal with aircraft design projects. They have already covered British subjects from the post-war period and their coverage has now moved to deal with Soviet designs in the same period. This new volume combines a detailed narrative with a mass of images that include shots of prototypes as well as models etc. The chapters are broken down to cover different design concepts, with one each dealing with straight-wing designs, swept wings and transonic flight, supersonic flight, fighters with radar, heavyweights, vertical take-off, rocket powered, flying boats, variable geometry and fast interceptors, designs of the 1970s and recent and future design projects. Within each section there is coverage for each manufacturer and within these there are familiar types like the MiG-21 and Su-15, although in this title the emphasis is on the prototypes and projects developed within that 'family'.

Verdict: Anyone with an interest in prototypes and projects, or with Russian aviation in general will want to add this title to their library. It is extremely useful to the modeller and it can be highly recommended to all. Our thanks to Midland Publishing (Ian Allan Ltd) for the review sample.



RATING 8/10

SUPPLIED BY: THANKS TO IAN ALLAN LTD

events diary

Model and Air Show dates for March-September 2006.

March 25th

13TH ANNUAL MODEL CONTEST & SWAP MEET hosted by IPMS Roscoe Turner, at the Raymond Park Middle School, 8575 East Raymond St, Indianapolis, USA. For contest information contact Kevin Burns, e-mail kjb599@yahoo.com or +317 847 7036. Vendor information contact Ron Young, e-mail youngones@insightbb.com, or write to P.O. Box 1376 Greenwood, IN 46142, USA or visit: www.ipmsroscoeturner.org.

March 25th & 26th

IPMS MOORSELE SHOW at the OC De Neerbeek, Bissegem-Kortrijk, Belgium. For more information contact P. Debaere, Wulpendammestraat 15, 8630 Veurne, Belgium, Tel: +32 5831 7358 or Email: filsoft@pandora.be

April 23rd



EAST MIDLANDS MODEL SHOW 2006 at The Leisure Centre, Hinckley, Leicestershire. For more information call Simon

Mepstead on 01455 230952 (shop hours) or visit www.modelspot.com/show99/06.htm.

April 29th

POOLE VIKINGS MODEL SHOW

at Parkstone Grammar School, Sopers Lane, Poole, Dorset, BH17 7EP. For more information contact Andy Sweet on 01202 743494, email: poole.vikings@virgin.net

April 29th & 30th

SCOTTISH NATIONAL SCALE MODEL SHOW at Dewars Centre, Glover Street, Perth. For more information contact Jim Gibb on 01738 441365, email: chair@scotnats.org.uk

April 30th

MILITARY BOOK FAIR & RESERVE COLLECTION Open Day at the Fleet Air Arm Museum, RNAS Yeovilton, Ilchester, Somerset., BA22 8HT. For more information visit www.fleetairarm.com, call 01935 842614 or email enquiries@fleetairarm.com

May 7th

3RD MODELLBAUFREUNDE SIEGEN MODEL SHOW at Festhalle, Wilnsdorf, Germany. For more information email info@Modellbaufreunde-Siegen.de or visit www.Modellbaufreunde-Siegen.de

May 13th

PLYMOUTH PREMIER MODEL SHOW from 10am to 4.00pm in the Guildhall, Plymouth, Hants. For further details contact Dave Watson on 01752 518287 or Email spotandjoe@blueyonder.co.uk

May 13th

WESTERN CANADIAN REGIONAL MODEL CONTEST at the Sandstone Valley Ecumenical Centre, 1100 Berkshire Blvd NW, Calgary AB, Canada. For more details contact Scott of 403 274 3711 or visit www.rockymountainmodelclub.com



May 14th

GLOUCESTER IPMS MODEL SHOW at Churchdown Community Centre (between Gloucester and Cheltenham). Trade and club enquiries contact 01285 659254 (after 7.30pm) [email: jeff.p-51d_@tiscali.co.uk] or 01452 610605 (daytime) [email: afirbank@aol.com].

May 20th

SOUTHDOVNS MODEL SHOW 2 at Lancing Parish Hall, South Street, Lancing, West Sussex. For more details contact Paul Janicki on 01403 782638.

May 27th

TORBAY MILITARY MODELLING SOCIETY, Model 2006 at the Torquay Town Hall. For more information contact Less Wells on 01803 844977, email: welly_2002@yahoo.com.

June 18th

MAFVA NATIONALS 2006 at the IWM Duxford, Cambridge. For more details contact Paul Middleton, 29 The Leas, Baldock, Herts. SG7 6HZ, email: paul.middleton600@ntlworld.com

June 24th & 25th

15TH MODELLING WEEKEND organised by the Amay Modèles Club at the IPES Huy, 6 Avenue Delchambre, B-4500 Huy, Belgium. For further information, please contact Michel Calluy, 13 Thier du Moulin, B-4530 Villers-le-Bouillet, Belgium. Tel : 00 32 85 231086, Email: michel.calluy@skynet.be or visit <http://www.amaymodelesclub.org>

August 20th

IPMS AVON SHOW at Yate Leisure Centre, Kennedy Way, Yate, Gloucestershire. For more information email ipmsavon@aol.com or visit www.ipmsavon.org.uk/shows/shows.html.



September 10th

SUTTON COLDFIELD MODEL MAKERS SOCIETY MODEL SPECTACULAR 2006 at Sutton Coldfield Town Hall from 10am to 4.30pm. For more details contact Peter Haywood on 01889 578074 (clubs) or Paul Grimley on 01543 481428 (traders).

Organisers

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

Contact details for companies featured in MAI this month...

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"See Eagle Strike"

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The views expressed here are not necessarily those of the editor or publisher. Letters may be edited for publication

MESSAGE FROM THE EDITOR

Grand Day Out!

As I write this I am getting over my first visit to the German Toy Fair. After being involved with this hobby for so many years it was nice at last to be able to go to the event and meet in person so many of the people I have dealt with over the years. Going to an event like that does show you that our hobby is just a small part of the whole toy industry, but having walked and talked for a few days I for one was impressed by how much activity there is and also how much is planned for the future. The only real point of concern has been the rising cost of oil, which has had an adverse effect on all aspects of the toy industry over the last 12 months, and will certainly lead to rising retail prices for models around the world. This is something we have to grin and bear, as this is just a hobby and not an essential use of raw materials like oil. Most of the European mainstream manufacturers seem quite quiet on the new release front this year, but they assured me that 2007 will be busier and in the interim we have the huge number of new kits from the likes of Trumpeter and the limited-run stuff from the MPM group to look forward to. Even with reduced production there will be enough to keep all of us busy in the next 12 months!

Richard A. Franks - Editor, Model Airplane International



Ten years ago...

So what was going on in April 1996? The kits on the market included the AMT/Ertl 1:48 F7F-1 Tigercat (lovely kit), Falcon's 1:48 Re.2005 (not so nice!), the 1:48 P-47N from Academy and the Boomerang and LaGG-3 in 1:48 from Ltd. In 1:72 Pegasus had done the FJ-1 Fury and Rumpler C.IV. Revell had reissued the Italeri Ju 53 and F-4F Phantom along with the PM Ta 154 and their newly tooled F-104G. This was also one of the last times we were to see the Matchbox name on kit boxes, as Revell handed back the licence to use it in 1999, and so at this stage the PM Ta 154 and Go 229 were seen in their boxes. Items due for release at this stage included the Eduard 1:48 Sopwith

Triplane and Albatros D.V, Revell was about to reissue the Italeri Sukhoi Su-32/34 and Matchbox 1:48 FJ-4 Fury plus the long awaited ex-Monogram PBV-5 Catalina, also in 1:48. The Pro-Modeler 1:48 He 111 with V-1 was due from Monogram, AMT/Ertl were about to release the P-40N and Tamiya had announced the Mitsubishi Ki-46-III.



Twenty years ago...

What about April 1986? Italeri had just released the Fairchild C-119 Packet, SR-71A/B and C-130 Hercules in 1:72, which is strange as the former is due for reissue by them this year! Hasegawa had released their 1:72 Me 262A and B, F/A-18A+ and F/A-18B, plus the F-15C in 1:48 and the Wright Flyer in 1:16th (at £99.99 can you believe!). Strangely the Hannants adverts advised readers that the Airfix brand was 'no longer in production' as at this stage the firm was up for sale and rumours abounded about who was in the frame to buy it. Revell had released their 1:32 Tornado GR.1, but this was their first attempt at the subject and was not that accurate if memory serves me right. It is very inter-

esting to look at magazines of this era, as there were not that many more shops in the UK than there are today, there were a lot of Eastern Bloc manufacturers and a lot of vac-forms that is true, but today all that has been replaced by the resin and limited-run injected kits that simply did not exist back then. It was also interesting to read the Toy Fair lists and see how few new items were planned, but it is good to see that Heller, Revell, Hasegawa, Monogram, Italeri and Fujimi are all still with us today and, although Esci and Matchbox are gone, their moulds live on with Italeri and Revell respectively.



■ Maybe next month I will also look back 30 years, just as soon as I can dig out the appropriate catalogues and magazines!

Letter of the Month

■ The chosen kit will be solely at the discretion of the sponsor; no communication will be entered into

SPONSORED BY ACADEMY.

The selected letter each month will receive an aircraft kit from the Academy range courtesy of Academy and their UK importer, Toyway.

ACADEMY
HOBBY MODEL KITS

RESTORATION

Dear Sir

First of all may I congratulate you on a superb magazine. I have only just returned to the modelling fold after many years. To be precise I'm now in my mid forties and last made a model in my early teens. My sons are beginning to take an interest although my skills were never that good, but sufficient to build straight from the box and make a good job of painting and decaling. Anyway, the reason for writing is to seek some advice. My father first introduced me to model making when I was about 7 yrs old. I'd had an accident and he gave me some model planes that he had made for a late uncle who died when he was young. The planes were a red Hawker Hunter (flown by Neville Duke I think), Gloster Javelin prototype serial number WT830 and E.E. Lightning P.I. Over the intervening years these planes disappeared into the dark recesses of my attic until a few weeks ago when I found the Javelin and Lightning. They have suffered somewhat over the years, undercarriages having gone and various aerals. The Lightning is in remarkably good condition, but the Javelin has lost its canopy and the head of the pilot! The Hunter has disappeared altogether. I would like to restore these two planes to their former glory; the original stand is still with the Lightning. The question is how and where I could get decals that would be accurate for both planes. I suppose I want to do this for the memory of my late father and my uncle whom I never knew. So far I have obtained Profile publications Gloster Javelin I-6 and am on the lookout for the Lightning. Once again, great magazine and it is certainly whetting my appetite for model making once more.

Malcolm Hobbs (UK)

Ed Says: Thanks Malcolm, glad you like the magazine and welcome back to the hobby. The kits you mention were, if memory serves me correct, moulded with engraved lines for all the national insignia etc, so it is very much a case of matching aftermarket black serial numbers and letters to these markings. The roundels will be the post-war C or D type, so these can be obtained in the Xtradecal range from Hannants (Tel: 01502 517444). The serials may prove a little more troublesome, so give Aeroclub a call on 0115 967 0044, as they have various sheets in their range and one of them will surely match. If not, Hannants is a good bet to contact as they have many decal ranges that may furnish you with the missing markings.

Thanks once again for the kind words about the magazine and we are delighted to hear that it has rekindled your enthusiasm for the hobby. If any of you out there can help Malcolm with the missing parts seen in the accompany images, just write to him via the ADH office address and we will pass them on.

next issue

Time to get all enthusiastic about next month's edition! On Sale 27th April 2006



Airco Delight

Eduard's lovely little 1:48 DH.2 built to perfection by Mike Grant

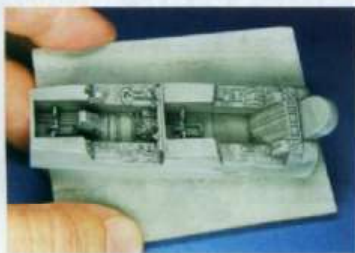


Kanonenvogel Hasegawa's new 1:32 Junkers Ju 87G-2



Jug-M-Naut

The revised P-47 from
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THE BOX ROOM OF DESPAIR

Our hobby is our passion, but in pursuing it we often find that just being enthusiastic is not enough...

Recently in our sister magazine Tamiya Model Magazine International Marcus made mention of his 'Shed of Shame' and I have to say this made me chuckle, as we can all relate to that one. I have always been fortunate in that I have had a modelling area indoors, initially in my bedroom when living at home with my parents, and later as a separate room in each house I have lived in since leaving home. I did try working in a shed once, fitting it all out etc, and I hated every minute. I felt so out on a limb and I hated the fact I could not hear anyone about, it was very lonely and so I moved back into the house. Currently I have a box room that is specifically for modelling and in it I have at long last fitted a proper extractor unit for my airbrushing, so my 'equipment' is now complete. As I work from home on this title I also use the spare room as my office and as you can imagine it is a bit of a tip, especially on the lead up to the editorial deadline. I think of my desk as the 'Desk of Disaster', as it tends to be a mountain of paperwork, catalogues and kit boxes, just waiting to landslide off onto the floor. My wife coined the phrase 'Office of Obsession' recently and that is probably more apt than anything, as I have to admit that doing MAI is just that because I am very passionate about it. I think when I first got involved with modelling magazines in around 1991 I was not satisfied just to be an 'end user' of the product, I wanted to get involved with the whole



process of magazines. This is, looking back, simply because I wanted to pass on my own passion for the hobby, and in some small way to promote the hobby and help other modellers get the same sort of enjoyment from their own work. I think that above all else is what MAI has at last allowed me to achieve, as the whole package of contributors, design and publisher have combined to make a title that I am really happy and proud to be at the helm of. Anyway, less of the waffle, getting back to what Marcus said, it made me chuckle because of his comments about partially started projects that shame you every time you look around the workroom. We all know that feeling, but one of the major points I think we all miss is that often a model just loses its 'appeal' during the build process, or you actually find it a disappointment, or it simply does not build right. I think I have come across all of these in the past and of course there is also the other old favourite, an 'accident' befalling the model during building! How many times have you spilt thinners on a model, got it too close to a heat source, or worst of all, dropped it (or a vital component) only to hear a heart-rending 'crack' as you push back your chair to go and look for it! Today I have the flooring directly under me



covered with one of those clear plastic mats sold by office equipment firms to go under wheeled office chairs, but in the good old days I used to just have exposed carpet and we have all lived with the consequences of 'George, the part-eating carpet!' Strange how, no matter how lurid the pattern of the carpet, as soon as a component fell on to it both carpet and part instantly became as one! Anecdotes about our hobby are numerous and I have the 'Modellers' Rules of Acquisition' pinned up on the wall just to remind me that we often seem to take our hobby too seriously, but at the end of the day we can see how odd that may seem to those outside of it and we do take a pop at ourselves occasionally as a result. As long as we continue to do this and actively enjoy making models to whatever standard, then the hobby is safe. Many years ago, before I started in the industry, I was told that "this is your hobby, and don't let anyone else tell you otherwise, as the only person you have to please is yourself!" Never a truer word was said, but boy at times aren't your standards really hard to attain!

Richard A. Franks
Editor - Model Airplane International

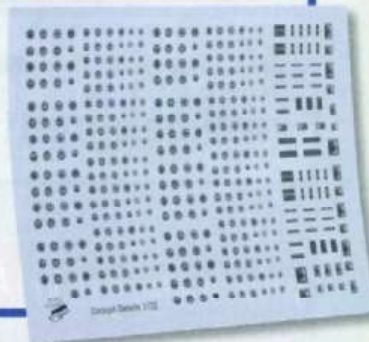
THINGS TO DO...

There is, as far as we can tell, little on with regard to model shows in March. The next big one is the East Midlands Model Show 2006 at The Leisure Centre, Hinckley on the 23rd April (Call Simon Mepstead on 01455 230952 [shop hours] or visit www.modelspot.com/show99/06.htm). This will be followed on the 29th April by the Poole Vikings Model Show at Parkstone Grammar School (Contact Andy Sweet on 01202 743494, email: poole.vikings@virgin.net), which is the venue most associated with this show, as last year due to building work it temporarily moved to a different location. Finally, on the 29th & 30th April it will be time for the Scottish National Scale Model Show at Dewars Centre, Glover Street, Perth and although quite a hike for most of us, it is well worth a visit. For more information contact Jim Gibb on 01738 441365 or email: chair@scotsnats.org.uk.

EDITOR'S CHOICE

Cockpit Decals from Mike Grant

New from Mike Grant Decals in Canada are these excellent decal sheets of cockpit gauges and placards available in 1:72 (#CKP072), 1:48 (#CKP048) or 1:32 (#CKP032). Each sheet offers a good few hundred dial faces and 80+ placards. The clarity of these, even in 1:72, is extremely impressive and these are the type of items that once you use them you will be amazed and will thereafter consider them a 'must' in all your projects. For more details visit www.mikegrantdecals.com or email decals@mikegrantdecals.com.



**1:72
Scale**


#1065 MH-53 E Sea Dragon

Detailed cockpit with engraved instrument panel, finely detailed main rotor head and blades. Detailed rear towing structure for the anti naval mines device. Finely engraved panel lines. This model is the only one available on the market, and represents a must in any helicopter collection due to the importance of the subject. The MH-53E is the sole specialised helicopter for the naval mines warfare.

Decals for 2 versions are included:

U.S. Navy machine from HC-4, based on Sigonella NAS, Sicily (Italy) 1995.
Japanese Maritime Self Defence Force version of the 31st Kokutai.

93 parts moulded in light grey plastic and 9 clear parts.

**1:72
Scale**


#1201 AB 204 B/UH-1F

Highly detailed cockpit interior with separate side sliding doors. Finely engraved scribed panel lines and delicate rivet detail. This version of the famous "Huey" helicopter represents the Italian build version with the Rolls-Royce engine, side exhaust and stretched fuselage.

Decals for 3 versions are included:

Italian Air Force Rescue Service.
Dutch Navy helicopter in service during the 70's.
Austrian Army.

49 parts moulded in olive green plastic and 9 clear parts.

LANDING SOON

from Italeri

**1:72
Scale**

**1:48
Scale**


#2651 Spitfire Mk IX

Detailed cockpit interior, open or closed canopy positioning. Finely engraved recessed panel lines.

The kit offers the standard and clipped wing tips, two canopies, armoured and standard type, detailed undercarriage, bombs for the ground attack role and different gun panel bulges.

Decals for 6 different versions are offered in the large decal sheet:

FR Mk. IX - RAF No 16 Squadron, France, September 1944.
Mk.IX - RAF, High Altitude Flight Northolt, September 1944.
HF Mk.IXc - RAF, No 32 Squadron, Foggia (Italy), 1944.
Mk.IX - RCAF, Commanding Officer, Tangmere Wing, 1944.
Mk.IX - Italian Air Force, 51st Wing, Treviso, 1947.
Mk.IX - French Air Force, 6.C. "Cicogne", Indochine 1946.

49 parts moulded in light grey plastic and 9 clear parts.

#1254 Jaguar E

Detailed cockpit interior, open or closed canopy positioning. Finely engraved recessed panel lines. This model of the two seat Jaguar is an interesting subject for the modern aircraft collectors with fine quality and detail.

Decals for 3 different versions for the French Air Force are offered:

E.C. 2/1 "Vosges", Toulouse 1986 in desert colours.
E.C. 3/13 "Corse", 1992, with desert colours.
E.C. 2/7 "Argonne", 1998, in European camouflage.

75 parts moulded in light grey plastic (plus a lot of spare armament parts) and 5 clear parts.

Italeri Kits are distributed in the UK by:

The Hobby Company, Garforth Place, Knowlhill, Milton Keynes, MK5 8PG

Italeri models are available from all good model shops

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2006 Catalogue available from your local modelshop

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 Kyle

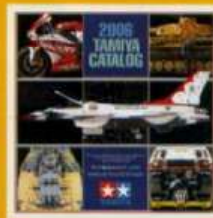


63rd Fighter Squadron, 56th Fighter Group, 8th Air Force, Maj. George Bostwick

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 cowling is 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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