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Blitzkrieg Bomber

Hasegawa's 1:72 kit updated with photo-etched

ACCESSORIES

21 new products reviewed this month

DECALS

17 new sheets reviewed

KITS

18 of the latest releases assessed

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16 new titles for the aircraft modeller

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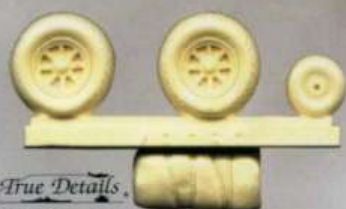
Squadron Signal



SS1144 A-20 Havoc in action (SC)

A-20s and DB-7s saw action in almost every major theater of operation during WW II as light bombers, ground strafers and nightfighters. Over 100 photos, 40 detail drawings, 3 pages of scale drawings and 13 color paintings. **50 pages.....\$10.46**

Douglas' versatile A-20 'Havoc' was used widely in the Pacific, Middle East, North African, Russian, and European theaters. A-20s were one of the most popular and effective light bombers of the Second World War and served with many nations including the US, Soviet Russia, several Commonwealth air forces (under the nickname 'Boston') and with France's Armee de l' Air and Vichy Air Force. The A-20G variant brought the Havoc to its zenith with six forward-firing .50-caliber machine guns, plus two additional .50-caliber machine guns in an electrically driven dorsal turret, an internal bomb load of 2,000 lbs. and provision for another 2,000 lbs. on four wing hard points. Further, the 'G' carried more fuel, supplemental armor plate and improved bomb/navigational equipment, allowing the Havoc to hit harder and deeper than ever before.

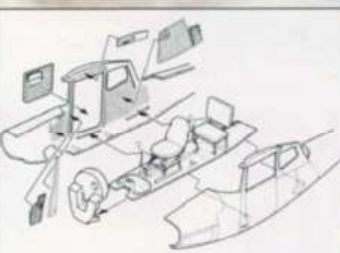


True Details.
1/48 Scale
TD48059 A-20
Wheel Set 2 main wheels and 1 nose wheel with cockpit life raft (resin).....**\$1.96**

"Cry Havoc! And let slip the Dogs of war."

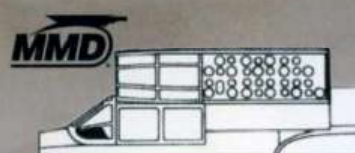
Shakespeare - Julius Caesar Act III

The O-1 was a two-place observation and liaison aircraft derived from the commercial Cessna Model 170 and Model 195 during 1949. Originally designated L-19, 'Bird Dogs' were used by the USAF, Army, Marines and many other nations for artillery spotting, communications, medical evacuation, and pilot training. The aircraft could operate from rough unprepared fields and was easy to maintain. In Vietnam, O-1s were often used by forward air controllers for reconnaissance and target identification. Enemy ground targets could be marked with smoke rockets so they could be easily located by fighter-bombers; the O-1 remained on the scene to report bombing results. Low, slow, unglamorous but effective, the Bird Dog soldiered through almost 25 years of service with the US military.



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Engraved panel lines, detailed cockpit and engine. Decals for USAF, Japanese and South Vietnamese AF.**\$14.96**

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1/48 Scale
SQ9550 A-20G Havoc
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Squadron Signal



SS1087 O-1 Bird Dog in action (SC) The Cessna L-19/O-1 Bird Dog was the first all-metal high-wing aircraft to serve the US Army. Over 3,000 of these aircraft were built in 56 different models, also serving the U.S. Navy, Marine Corps, and Air Force in the liaison, training, and observation roles, with many supplied to foreign nations. More than 100 photos, 10 color profiles plus line drawings. **50 pages.....\$10.46**

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Jeroen Veen tells you how



Colour Profiles

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

Back Again

Airfix like to rebox kits and, of late, also to box up a number in special sets.

One of the most recently reissued items in the former category is the Martin B-26C Marauder (#04015), now with markings for 'Mild & Bitter' of the 450th BS, 332nd BG based at Great Saling in 1943 (this was the option in the original kit) and two new options in the form of 'The Yankee Guerrilla' of the 555th BS, 386th BG based at Great Dunmow in June 1944 and FB441 of No. 21 (South Africa) Squadron based in Italy during 1944-45.

Back as a boxed set entitled 'Civil Aircraft Collection' (#08009/£19.99) is the Ford 5-AT Tri-motor, D.H. Heron II and the DHC-2 Beaver. The decal options offered for each remain the same as the last time they were available as separate kits with an American Airways and USMC option for the Tri-motor, British and US Army options for the Beaver and Jersey Airlines for the Heron II.



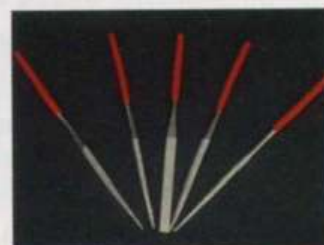
RUB, RUB, RUB!

Rub-down transfers are nothing new, they have been around for decades, but these new sheets from Hobby Decal in Korea are a bit of a surprise nowadays. They have opted not to go for the main markings etc., but to offer a full set of stencils, which is a neat use of the medium. The two sheets seen here are for the Ju 87 and retail in Japan for around the £5-6 mark. You can purchase directly from them (+\$3 P&P an order) and they do a load of other sheets for aircraft like the Fw 190, Spitfire and Bf 109, so visit www.hobbydecal.com for more details.



In Action Reissues

The In Action series produced by Squadron/Signal is well established with many titles in the series, but they do tend to go in and out of print occasionally. The latest batch to return includes those on the Lockheed C-130 Hercules (#1047), Cessna O-1 Bird Dog (#1087), Sikorsky H-60 Black Hawk (#1133) and Douglas A-20 Havoc (#1144). Each retails for £9.70 in the UK and in case you have difficulty finding them, contact Pocketbond on 01707 391509, while worldwide enquires should be made with Squadron/Signal (Tel: 214 242 1485 or visit www.squadron.com).



Diamond Geezer!

Little-cars.com are offering this handy little set of five diamond-coated micro files. Each is just 10cm long, with the file element half that length, and the pack contains five different profiles (flat, half round, round, triangular and square) and they retail for just £6.00. Contact info@little-cars.com or visit www.little-cars.com for more information.



SCALE MESH

Cammett are offering some new 8cm x 8cm squares of two types of metal mesh for modellers. The first is 28 threads per inch, while the other is 60 threads per inch. The former is probably best for 1:35 and above, while the latter would work with 1:48 and 1:72. Each sheet is £2.75, so contact Cammett on 01544 388514, Email: cammettco@btopenworld.com or visit www.cammett.co.uk

Spotter's Annuals

Each year Ian Allan/Midland Publishing produce the ABC Guides for civil and military aircraft markings, well, the 2006 editions are now available and they retail for £9.99 each. For more details contact Ian Allan Mail Order, Tel: 01455 233747, Fax: 01455 233737 or Email: midlandbooks@compuserve.com.





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NEW RELEASES

All these latest releases from Revell display the superb quality and levels of detail which you have come to expect from the world's leading modelling company.



Antonov AN-124

NOW AVAILABLE



F/A-1818E Super Hornet

NOW AVAILABLE



F4U-7 Corsair

NOW AVAILABLE

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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Revell Reboxings

It is difficult to know whose kit is in a Revell box nowadays, as they work with so many firms. Some of their most recent reissues include the Airbus A380 'New Livery' (#04218/£19.99), Airbus A321-100 'Lufthansa Retro Design' (#04222/£12.99) and McDD AH-64D Longbow Apache (#04046/£3.49) all in 1:144, the Kamov Ka-52 Alligator (#04483/£7.99), MiG-3 (#04372/£3.49), Sopwith F.1 Camel (#04111/£2.99) and Heinkel He IIIH-6 (#04377/£13.99) in 1:72 and the Henschel Hs 123A-1 (#04500/£13.99) in 1:48. Of these all the 1:144 kits and the Camel originate from Revell moulds, but the Ka-52 is the Zvezda kit, the MiG-3 is the old Cap Croix du Sud kit that Italeri now own, the He III is the new Hasegawa kit (bargain!) and the Henschel Hs 123 is the old Esci tooling which, once again, Italeri now own. It all gets very confusing!



Tail Twitchers

Midland Publishing has just produced this pocket-guide entitled *Airliner Tail Colours* (ISBN: 1-85780-209-8). It is a simple 108-page softback book that shows a colour image of the vertical fin of all airlines that is supported by a concise, but rather complex, system of codes and letters that identify the airliner name, the three-letter code used by that airline for flight numbers, etc, the radio callsign prefix, international aircraft registration prefix, ITO country code and IATA aircraft type codes. At just £7.99 it is a neat and very useful guide to airliner markings. For more details visit www.ianallanpublishing.com

HT Specials

We reviewed the latest 'special' from Slovakian publisher HT a few months back, but they also offer a whole range of titles in this series. To date the range includes the Messerschmitt Bf 109B/D/E in Slovakian service, Panavia Tornado, Messerschmitt Bf 109G-6, Letov S-328 & S-528, Messerschmitt Bf 109F/G-2/G-4 in Slovakian service, Mil Mi-24D/DU/V, Avia B-34/B-534/Bk-534 in Slovakian service and the F-16A/B/MLU/C/D Fighting Falcon. Most are in a 68-page format crammed full of period images, scale plans and walk-around photos of preserved and operational airframes and each comes with an English translation as a separate insert. The range is stocked in the UK by The Aviation Bookshop, but for all other enquiries contact HT on htmodel@nextra.sk or visit www.htmodel.sk



Hornets in Iraq

Osprey have just released the latest addition to their *Combat Aircraft* series and it looks at the use of the F/A-18 Hornet by the USMC and RAAF during Operation Iraqi Freedom. It is in the usual 96-page format and retails for £12.99, so for more details contact 019333 443863, Email info@ospreydirect.co.uk or visit www.ospreypublishing.com. Readers in the USA should contact 1 866 620 6941 or email info@ospreydirectusa.com.



MAFVA Nationals

Although not an 'aircraft' modelling event, the MAFVA Nationals are always worth a visit and when you consider that once again this year they will be at Duxford on the same day (18th June) as their annual military vehicle event and you usually get a bit of impromptu flying, it is all the more appealing. For more details of the MAFVA event contact Paul Middleton, 29 The Leas, Baldock, Herts. SG7 6HZ, email: paul.middleton600@ntlworld.com, while for the IWM event, visit their website at www.iwm.org.uk



BLITZKRIEG BOMBER

Developed from a pre-war airliner, the He 111 was the primary medium bomber of the Luftwaffe during the opening stages of World War II. For most it is probably the most famous symbol of Luftwaffe operations during the Battle of Britain and although it was phased out of frontline service during 1942, it remained in production right up until the end of the war.

BUILT & WRITTEN BY
REV. JOHN McILLMURRAY FROM THE UK

First on the agenda is what to do about those panel lines? You could of course leave them but for goodness sake don't make matters worse by pre-shading or running diluted oil paint into them. If this does not suit you then it is really a matter of how best to fill them and whether or not to either fill them completely or partially?

The three most obvious ways of filling are to use a clay-based filler like Milliput, a liquid-based filler like the Gunze Sanyo Mr Surfacer (or a correction pen), or finally an aerosol filler like Halfords Filler Primer. None of the above really represents any great time saving over the other so it will be more

about what you want the finished model to look like. Using Milliput will almost completely eradicate the panel lines and you can use the hint of what is left as a guide to any pre-shading you might want to do. This medium also has the advantage of being very controllable from an application viewpoint, but considerable pressure sometimes needs to be applied to manipulate the filler into the panel lines, so you might want to do this prior to construction. At first glance a Tippex correction pen looks ideal in every respect. It is certainly easy enough to apply as the nib is passed along the lip of the panel line and the excess wiped off with Isopropyl alcohol. A number of things need to be watched

out for though; this was the first time I had used such a product and found that the depth of fill was inconsistent, did nothing to address the problem of the panel lines' terrible width and also had a habit, when dry, of peeling away slightly from the walls of the filled panel line. I ended up using Milliput to try and correct the correction pen!

The final option, Halfords Filler Primer, is obviously the messiest but you will have to weigh this up against the possible advantages inherent in this medium. Humbrol Maskol can be used first of all to protect details such as the excellent inspection hatches, raised rib or rail details, and of course control surface joints. With this done a

number of layers of Filler Primer can be applied to the main aircraft parts. You will notice that the panel lines do not disappear and herein is one of the great benefits of this option; as you gently cut the dry primer back with a low grit wet 'n' dry paper you not only decrease the depth of the filled panel line but you also decrease the width, resulting in a very nice sharp panel line. Obviously this is very difficult to achieve consistently over the whole model but it can be done. The down side of the procedure is that it requires a lot of sanding to blend in the step created by the masked-off detail and this can delete some of the panel lines you got right around that particular area. You

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate
- Cyanoacrylate Accelerator
- Humbrol Liquid Poly
- Masking tape
- Sidecutters
- Tweezers
- Tamiya masking tape
- Sanding Sticks & Files
- Microscale Kristal Kleer
- Super Set & Sol decal solutions
- Isopropyl Alcohol

Recommended paints:

- Xtracrylix acrylic:*
- | | |
|--------|--------------------|
| XAI201 | RLM 02 Grau |
| XAI203 | RLM 66 Schwarzgrau |
| XAI204 | RLM 70 Schwarzgrün |
| XAI205 | RLM 71 Dunkelgrün |
- Humbrol enamel:*
- | | |
|----|------------|
| 33 | Matt Black |
| 98 | Chocolate |
- Polly Scale acrylic:*
- | | |
|---------|-------------------|
| F404106 | Flat Finish |
| F505051 | RLM 65 Light Blue |
- Alclad II*
- Grey Primer

Dimensions:

- Span - 74ft 1 3/4in (22.60m)
Length - 53ft 9 1/2in (16.40m)
Height - 13ft 1.5in (3.40m)
Dimensions - 1:72
Span - 313.9mm
Length - 227.8mm
Height - 47.2mm

References:

- Bombers of the Luftwaffe* (Arms & Armour Press 1994)
Heinkel He 111, Aero Detail No.18 (Art Box Co., Ltd 1997)
Heinkel He 111 Variants - Flugzeug Profile No.18 by M. Griehl (Flugzeug Publications, 1996)
Heinkel He 111 In Action No.6 (Squadron/Signal Publications)
Heinkel He 111 - Monografie Lotnicze No.12 (AJ-Press)
Heinkel He 111 Vol. I & II by K. Janowicz, Monografie Monograph No.3 & 4 (Kagero 2004)





MODEL INFO

SPEC: Hasegawa 1:72 Heinkel He 111P

KIT NO.: E22 **MATERIALS:** IM

AVAILABLE FROM: Amerang Ltd (UK Distribution) and Hasegawa stockists worldwide **PRICE GUIDE:** £21.99

THE HASEGAWA He 111...

At the time of writing Hasegawa have released no less than four boxings of Ernst Heinkel's most famous design, with another H-6 version being released under the Revell label.

Three things immediately stand out about these kits.

■ 1. A lot of thought has gone into these kits as can be sensed by the ingenious breakdown of the parts to enable Hasegawa to produce so many boxings with just an extra sprue here and there.

■ 2. These kits boast some of the best overall individual detail and crispness to part ratio that will be found in a 1/72 kit. The undercarriage and rudder pedal details for instance are exceptional where as the fully loaded internal ETC racks are both clever and convincing. Likewise the clear parts are excellently done and beautifully clear.

■ 3. What an earth does the modeller do with all those depressingly deep panel lines that would make Matchbox blush? Like the First World War, trenches everywhere!

Other observations will be picked up as the build proceeds, as they are not that obvious from the outset. One major error I wish I had/should have spotted at the beginning was the poor representation of how the ailerons work. Instead of a broken line following either the hinges joined to the wing or the two major hinges joined to the aileron Hasegawa have elected to just give you a straight up and down trench with no relationship to the engraved hinge detail at all. This really spoils the whole control surface and I am really mad with myself for not spotting it until near the end of the project

[Sadly the CMK control surface set #7103 did not include the ailerons - Ed].

Apart from the panel lines, the overall Hasegawa product is very good. It is just made that little better with the Eduard photo-etched set, as these are more in-scale with a 1:72 subject



"One major error I wish I had/should have spotted at the beginning was the poor representation of how the ailerons work. Instead of a broken line following either the hinges joined to the wing or the two major hinges joined to the aileron Hasegawa have elected to just give you a straight up and down trench with no relationship to the engraved hinge detail at all."

← can also ruin the joint lines but this can be avoided if you clean up the joints using Aztek Airbrush Cleaner solution rather than sanding. This stuff is very powerful and can be used to wipe off the primer from the entire model, but this removes some of the depth to the filled-in panel lines, and you also lose the benefit of how sanding decreases the width of the panel line. One more observation to be made about this spray-applied filler: if you elect to sand down the primer to the plastic you will eliminate the panel lines completely. I do not know how kindly the filler takes to being rescribed however?

Whatever you decide to do about the panel lines it is worth noting that there are a few panel lines that could have done with being represented on

the P-2 and H-2 to H-4 kits, like the hatch on the spine. The reverse is also true with a number of fuselage panel lines needing to be deleted completely if modelling an H-6 to H-11. I had been using three Hasegawa Heinkels up to this point in an attempt to investigate the best solution to the panel line problem but now, having settled upon the Halfords Filler Primer, I narrowed the build down to major on the build of the He 111P-2.

BUILDING

My first assembly step concerns the assembly of the cockpit and bomb bay. These parts are beautifully and cleverly designed and fit really well, but you may want to detail the cockpit just a little further considering how highly visible

it will be. Eduard have come to the rescue here, as you knew they would, and provided the necessary seat belts and other fine detail items. Before you begin construction of this stage you will have to decide whether or not you are going to use the Eduard photo-etched Bomb Bay set (#72 437). If you are then the kit's ETC racks and bomb bay floor are replaced and part C9 (loaded bomb detail) is surgically altered to help the fit of the photo-etched parts. This set is not for the faint hearted and you will certainly need a Hold & Fold tool. The fit of parts is very tight and it is hard to get all the thin edges to stay superglued together as they spring apart again with just a little pressure [Doing such joints with solder will give a much stronger sub-assembly - Ed]. The finished prod-

uct is very pleasing to the eye and well worth the frustrations along the way. I did not actually do it, but if you like to undercoat your model in Halfords Grey Primer but do not like the build-up of so much paint on the canopy frames and masks then you could always elect not to glue the cockpit floor (C10) with all its detail to the bulkhead (A16) at this stage. This can be painted up as a separate item and slid into position after the rest of the model has been primed, rather than having to use the clear parts as a mask for it!

Next the fuselage sides come together to sandwich in the cockpit (with or without one-piece bomb bay), rear bulkhead and tailwheel (the tailwheel can actually be located at any time as there is nothing to hinder its



Heinkel He 111H-16

The most recent incarnation of the He 111 from Hasegawa is the He 111H-16 (#00789)



Heinkel He 111H-6 'NORTH AFRICA'

Already out in Japan and due for release worldwide by the time you read this is the 'North Africa' version of the H-6 (#00803)



Heinkel He 111H-6

This was the initial release from Hasegawa (#E21), depicting the H-6 version

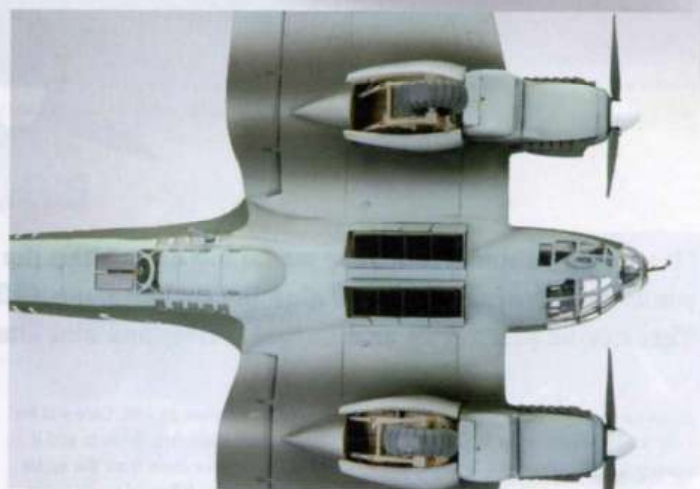


The walkway stencils in the kit incorrectly extend over the flaps, so that section needs to be cut away before they are applied

fit). Before the fuselage comes together you may want to consider detailing the interior of the mid-fuselage section. In reality even with the open-ended dorsal clear part not much can be seen here, but the floor and foot rest ring can, as can some of the radio equipment that Eduard provide in set #72 247. This set also includes a horizontal rack for the MG 15 magazines but these should be fitted a little differently than suggested by Eduard. The Aero Detail volume has a good cut-away drawing to show how the rack should be fitted. Hasegawa recommended RLM 66 for all the interior parts but I am not convinced about this and chose rather to have a mixture of RLM 66 and RLM 02 depending on function and location. I am not sure about the light grey I used on the dorsal

All of the vertical bomb cells inside the model were made up using the etched parts in the Eduard 'BIG' set

Heavy exhaust staining is a very familiar aspect of the He 111



Revell made us all very happy by reissuing the new Hasegawa kit in their box for just £13.99, not surprisingly these quickly sold out!



Wear the right protective clothing when advised to

KIT BUILD

SKILL LEVEL: INTERMEDIATE

Classic lines! The He III is probably the most instantly-recognisable symbol of the Luftwaffe in WWII and although many kits have been made of it over the years, this new one from Hasegawa is the best yet



"If you like to undercoat your model but do not like the build-up of paint on the canopy frames and masks, then you could always elect not to glue the cockpit floor (C10) with all its detail to the bulkhead (A16) at this stage. This can be painted up as a separate item and slid into position after the rest of the model has been primed."

gunner's foot rail? This was copied from the P-2 restored in Norway and is photographed in the Aero Detail volume already mentioned. One final thing to say about the painting is how excellently painted some of the Eduard parts were. However, I would have appreciated Eduard telling us what paints they used, or at least recommending a possible match, for the purpose of touching up damaged paint work.

Now it is time to deal with one of the most distinguishing features of the He III, the glazed nose and its assembly. It is great to have the pilot's hatch as a separate item, and I don't mean to be greedy, but I would love to have had the windshield just forward of it

as a separate item as well. Care will be needed with these brittle parts and it is best to remove them from the sprue with a razor saw followed by cleaning up with the sharpest of scalpel blades; any resistance whatsoever can damage the sensitive plastic. Although beautifully clear and fantastically engineered the front nose piece (N14) does not have the characteristic 'sucked-in' area around the gun mount. This was achieved by Roden in their He III E kit but with the result of the plastic looking awfully thick, so I am glad that the Hasegawa part is at least wonderfully clear. One or two (depending on decal option) MG 15s need to be located at this stage, although you

might want to cut off the barrels and reattach them at the very end of the project. I would like to see Hasegawa put more detail into such defensive weapons, for instance the Roden He III E comes with amazing MG 15s complete with cocking handles and spent cartridge pouches – why can't Hasegawa do that? Eduard provide a number of very helpful photo-etched parts for the interior of the nose glazing and none is more helpful than the provision of the ceiling console adjacent the pilot's hatch. This is one detail that I think really should have been included as a kit part as it can be clearly seen when the hatch is slid back.

When constructing the engine nacelle parts, consider removing the locating pins at the top and rear of parts E1 and E4 as they prevent a good fit. Two things I did not spot until the very end of the project was how the bottom of the engine cowl should have a little bump in it just before it meets the radiator; the other issue is far more serious in that, to my horror, I realised that on the finished model you can look down through the radiator aperture and see the bottom of the cowl. Consider placing plasticard painted black inside these nacelle parts before cementing to the wings.

Taking just a brief deviation from the P-2 build, CMK provide a great resin engine set for the Hasegawa He III H-6 or H-16 kits (#7104). The only

STEP BY STEP GUIDE - INTERIOR



The level of overall part detail is wonderful. This plus great engineering makes for both a great-looking and great-fitting model



The loaded bomb bay is very convincing and it seemed almost sacrilegious not to use it on my model



The majority of Eduard parts, painted or unpainted, are very welcome, especially those found in the highly visible cockpit and dorsal defensive position

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

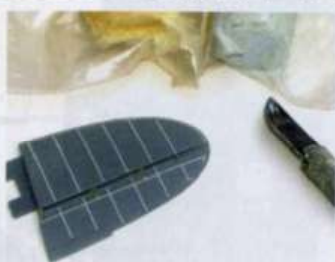


The access panels open alongside the bomb cells add interest to the otherwise drab RLM 70/71 camouflaged fuselage

STEP BY STEP GUIDE - PANEL LINES



The Hasegawa He III panel detail is far too excessive, spoiling an otherwise fantastic kit



One filler option is to use Milliput



A correction pen can also be used but there can be problems with this



Those problems realised, as Milliput is needed to fill in where the correction pen fluid has peeled away from the wall of the panel line



It's messy and hard work but Halfords Filler Primer has a number of advantageous features



Humbrol masking fluid masks out sensitive details before spraying



Removing the majority of the filler primer using Aztek airbrush cleaner also removes too much from the actual panel lines



If modelling an H-6, I0 or II make sure you delete completely these fuselage panel lines (they were reintroduced on the H-16)



The replacement pilot's control panel and the radio operator's equipment are nicely done



With a bit of fuse wire and the Eduard pre-painted photo-etched details the cockpit comes alive



The bomb bay parts are a tight fit and some superglued joints just cannot take the pressure



Heinkel He 111P-2, B3-JM, 4./KG 54, April 1940. RLM 70/71/65 finish with black codes; white aircraft letter 'J', repeated below wings. White spinner front half



Heinkel He 111P-1, 25-E33 of III/KG 255. It is wearing one of the experimental four-colour finishes used in the pre-war era. RLM 61/62/63 with 65 undersides; white spinner with black backplate



Heinkel He 111P-2, G1-AN, 5./KG 55, France 1940. RLM 70/71/65 finish with Rot 23 spinners and individual aircraft letter 'A' (outlined in white); codes in black. 'A' repeated below wings



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

Heinkel He 111P-2, 5J-JP, 6./KG 4 'General Wever', summer 1940.
RLM 70/71/65 scheme with Gelb 04 spinner and individual
aircraft code letter. Shot down on 7 September 1940 during a
night raid on London



Heinkel He 111P-2, F.7-06, I./I. Tölvelfelderis Szazad, Hungarian
Air Force, Poltava (Russia), January 1943. RLM 70/71/65 fin-
ish with Gelb 04 rear fuselage band and underside of wingtips;
Hungarian crosses in white on black square in six positions.
Green/white/red bands across top of fin/rudder and outer sec-
tions of horizontal tail surfaces

Heinkel He 111P-2, A1-FY of 9./KG 53 'Legion Condor', Lille-
Nord, France, summer 1940. RLM 70/71/65 scheme with Gelb
04 spinners, rudder, and 'F' of the code. Note unit emblem just
partly hidden by the engine cowlings, and 'F' repeated under
the wings

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



PHOTO ALBUM

Heinkel He IIIP ©George Papadimitriou

This selection of photographs shows the Heinkel He IIIP preserved at the Norwegian Air Force Museum at Gerdermoen near Oslo. This machine was recovered from its crash site in the 1970s and carefully restored over a number of years. It is a genuine wartime veteran, and was actually shot down in 1940 by some Blackburn Skuas.



The outboard face of the port engine nacelle, this time with the upper cowl section in place but the lower one removed



The same engine looking outboard (note the Northrop N3P in the background). This machine lacks engine cowls for this engine, or undercarriage doors, as these are parts that were either removed from or destroyed at the crash site



This view shows the front of the radiator under one of the engines. The slightly less than perfect fit of the cowls is all down to their repair during restoration, as this was an aircraft that crash-landed and was outside for 40+ years



This is the aft bulkhead inside the port undercarriage bay



The dorsal gun position ('B Stand')



Close-up of the rotating cupola in the nose of the He III



The rather odd combination and shape of the glazing in the underside of the nose is well illustrated here



Overall shot of one of the main wheels



This is the same area as in the previous shot, this time viewed from the front, which is an area the engine cowls would usually cover, but they are not fitted here



While this view from the back of the undercarriage shows all the framework and bracing wires, as well as the warning stencils



A very useful shot for those of you using the Eduard bomb bay set, this shot is looking up into the vertical bomb cells



This slightly lower perspective shows the doors and their hinge points. The deflection correctly seen in the Eduard set and on John's model no longer exist on this machine



This overall view of the nose area clearly shows the 'sucking in' that occurs behind the cupola, as mentioned by John in his article and lacking on the Hasegawa kit



The ventral gondola ('C Stand')



"To my horror I realised that on the finished model you can look down through the radiator aperture and see the bottom of the cowl. To overcome this consider placing plasticard painted black inside these nacelle parts before cementing to the wings."

← real work involves taking a burr to the reverse side of the engine mounts so that they clear the kit's gear bay parts. This CMK engine set provides probably the easiest way of modelling the H-1 as all you need to do is make sure the oil tank on top of the engine is further back and not higher than the cowling behind it. As long as you use either the H-2 or P-2 kit and are not too worried about not having the upper and right side cowling covers showing by your model, then you can have a good H-1 with its short carburettor intake and shallow oil tank!

The next few stages of assembly see all the main parts coming together. From my point of view this included the radiator parts from Step 10. Eduard provides radiator detail for both front and back of parts C1 and C14 as well as photo-etched flaps for the cowlings. It was whilst fitting these flaps at the end of the project that I noticed how the bottom of the cowlings is far flatter than it should be – making the flaps too flat also. I wimped out on all the surgery involved in fitting the Eduard gear bay details, being content with the much stronger bond of plastic undercarriage to plastic firewall.

Now it was time to see the main undercarriage being assembled. From a pre-painting point of view there is just enough play in the forks to get the wheels in at the end. Eduard provide some very helpful fine items to enhance the already excellent undercarriage parts, but an oversight has occurred in only providing enough brake pipes to do one oleo leg on each side, rather than all four. This is a simple enough oversight to amend, and electrical wire is always going to look better than flat photo-etched material anyway.

My next assembly stage involved the assembly of the propeller parts and the dorsal defensive position or 'C Stand.' This had already been fitted and would, after painting, have the Eduard instrument detail fitted. Eduard suggest just supergluing the fabric cradle detail to the solid plastic cradle given on the dorsal ring mount (C5); you would be advised to remove the solid plastic cradle area completely and make your own cradle frame using electrical wire. This modification is all the more important when modelling an open-ended dorsal clear part, as the cradle is clearly seen from above. →

STEP BY STEP GUIDE - INTERIOR



Most of the mid-fuselage scratch building is lost on the final model but some detail can be seen when looking down into the dorsal gun ring

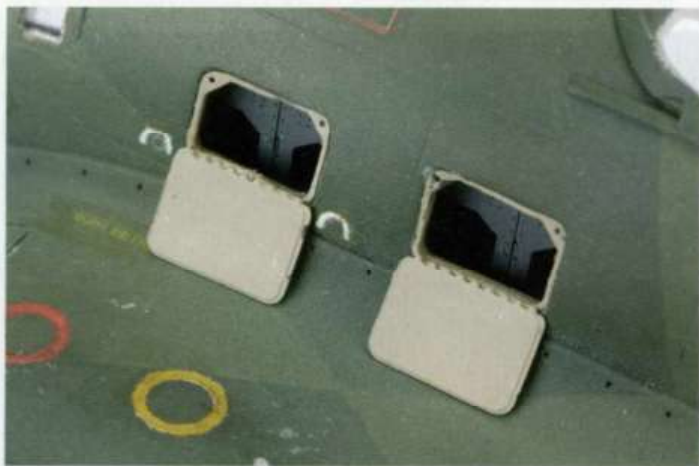


A mixture of RLM 66 and RLM 02 looks right (the dorsal gun ring would be painted RLM 66 at the end)



Eduard provides some very welcome details for the interior of the nose glazing

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



With so much detail added inside it was good to open up these access panels in the fuselage side to show some of it off.



Little details like the gunsight are why the Eduard sets are so useful. Sadly the kit clear parts don't accurately depict the 'sucked-in' area aft of the cupola

Other than the light cover in the left wing, noted in Step II, all the other items to be fitted, be they from the kit or Eduard, were located at the very end of the project, as they would interfere with the masking necessary in spraying a model a number of different colours.

PAINTING

In preparing to spray your model you will be delighted to know that the new-style Eduard fabric tape masks are a marked improvement over their previous vinyl ones. With just a little

back filling of the Eduard masks with Humbrol Maskol in one or two places you are ready to spray. Indeed these masks are so good that I was able to use them again! Something I should have done before spraying, however, was to fill the two FuG 101 radio altimeter panel details under the right wing. Hasegawa point this out with an icon, but the instructions fail to point out what the icon represents and I just didn't think about it hard enough, so I ended up messing up my paintwork later on and scratchbuilt some little



Little needs to be added to the undercarriage legs, just the brake line made from wire. The wheels are better in the kit than the aftermarket ones produced by True Details, so were retained here



The decals on the model came from the AIMS aftermarket sheet and give a bit of interest to the otherwise drab overall scheme for the He III

ducts on the inner fuel cell covers. The traditional method of pre-shading just doesn't work in 1:72 in my humble opinion, but what you can do is spray on the base colour first and then post-shade the panel line. If you are not confident enough to try and keep a very tight, scale-friendly, sprayed-on dark colour, then try using black pastel applied with a brush instead; when the model has been recoated with the base colour you will see a far 'tighter' rendering of shading that more adequately portrays 1:72 scale. The same three-shade approach

(spray, shade, spray) is used for all the colours being sprayed, in this case RLM 65 (light blue), RLM 71 (green) and RLM 70 (black green) in that order. I used Xtracrylic paints for the RLM 70 and 71, as I love the tonal value of these paints. The Xtracrylic RLM 65 however is way too dark and so the Polly Scale product was used instead. I had major problems along the way with rough overspray generated by both the Alclad II primer and the Xtracrylic paint, but thankfully most of this was eliminated using Micro-Mesh cloth and lots of

STEP BY STEP GUIDE - FINAL ASSEMBLY AND PAINTING



By burring out (wear a mask!) the backs of the CMK engine supports they are able to avoid the kit's gear bay parts and so fit correctly in place



Whether you use the kit's gear bay detail or the superior Eduard detail, it will be good to represent the canister found on the inner wall of each gear bay



Electrical wire will help the look of the oleo forks greatly



The Eduard masking set is brilliant and is so strong it can even be used again on another model!



Beware the gap in the radiator that John mentions in the text, otherwise you will end up being able to see into the wheel well of your completed model!



There is a lot of glass to mask off on the He III and thankfully the Eduard 'BIG' set includes their new tape masks for this

"The traditional method of pre-shading just doesn't work in 1:72, in my humble opinion, but what you can do is spray on the base colour first and then post-shade the panel line."

water. With the paint finish as smooth as I thought I could get it, a couple of coats of Polly Scale gloss were sprayed on the model ready for decal application.

(As the undercarriage-less Heinkel He III lies flat on three points – the ventral gondola and two radiator housings – you might want to protect the paint work by applying a little bit of tape over them.)

DECALS

There are a number of problems with the Hasegawa decals provided in the He III P-2 kit and indeed in all the boxings of this famous aircraft, but I will limit my comments to those decals found in the P-2 kit. Three decal options are given, two of them being from KG 55 and the other from KG 27. Option 1 is a well-known aircraft with its very messy black distemper very well demonstrated by the box art. The KG 55 badge is a little on the small side but that is all. Option 2 is the KG 27 machine.

This, like the machine represented by option 1, can be found photographed in the Japanese publication 'Famous Airplanes Of The World Heinkel He III.' Indeed the majority of decal options in the five Hasegawa boxings can be found photographically recorded in this book, a shame therefore that such a mistake as giving the KG 27 machine a unit badge, when none is seen in the photo, should be allowed. I have never come across a photo of the KG 55 machine that is Option 3. As there are a number of problems with the decal options in all of the Hasegawa kits you may want to check up on all of them first.

As for the stencils please do not do as I did and crack on without checking your references. Hasegawa give you outer boundary walkway markings that extend onto the flaps. This just isn't correct but I had mine on a day before I realised, damaging the paintwork somewhat in an attempt to rectify the mistake. They also tell you to use the

red-coloured walkway lettering instead of the yellow decals which are provided; again check your references but they look like yellow to me in the photographs. A number of stencils are provided that have no home, so to speak, but there are also markings that I wish had been provided, namely the inner fuel (yellow) and oil (red) circle stencils for the engraved hatch detail. Why the outer yellow fuel marking should be provided and not the inner markings is beyond me? If you have a Waldron punch and die set then you can represent these (albeit a little thick) by using the punched-out vinyl masking of one punch and the surround of the punched out circle of the next punch size up. Cammett Ltd had given me a pack containing a 580mm x 135mm sheet of Self Adhesive Vinyl Masking and this product from BECC Model Accessories Ltd is fantastic. The difference in the sizes of the punches is a little too large but the end result is better than nothing. I used my own AIMS decals for

the main markings (#72D006 Heinkel Collection Part 1) and this offers four options for the P version. Printed by Microscale they were nice and thin, extremely glossy (which really helps when it comes to overlaying a number of decals) and as you would expect reacted fantastically to Microscale Set and Sol decal solutions. Sadly there was just a hint of misregister on the cross, with white escaping from beneath the thin black borders of the early-style crosses. I am of the opinion that one further inaccuracy was of my own design in that I am sure my swastika decals are just a tad on the small side – sorry. It was whilst decaling my model that I realised the terrible error with the aileron hinges mentioned at the beginning of the article.

FINISHING TOUCHES

With the decals sealed in with a few coats of Polly Scale Flat some exhaust staining was applied to these workhorses of the Luftwaffe. I use a sprayed applica-

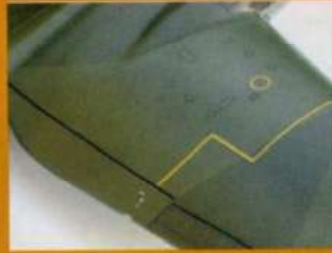
STEP BY STEP GUIDE - FINAL ASSEMBLY AND PAINTING



Shading the panel lines with black pastel after the main colour has been applied helps keep everything in scale



Too much contact with the work area and the RLM 65 will go greenish. Protecting it with Tamiya masking tape is a wise precaution



'Check before you sweat' the Hasegawa walkway boundary decals should not extend onto the flap!



Sadly a number of important stencil decals are missing and you will need to come up with an alternative approach like that of using a Waldron Punch and Die set to create the inner fuel and oil stencils

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



Exhaust staining is always heavy on the He III, but don't overdo it, as this is very easy in 1:72



John spent quite a bit of time scratchbuilding the upper gun position and although little can be seen, once you take a closer look it all becomes all too visible



Other than a little bit of misregister the Microscale-produced AIMS decals went on great and were so glossy there were no worries placing other decals on top of them, like with the tail of the bull



The final details are beginning to be added, like this sunblind made from white paper and the painting of the antenna translucent red. Tip - paint the interior of the rear window frames dark grey rather than black. When the clear parts are installed the dark grey will add scale effect much better than the stark black you might otherwise have thought of using



Watch out for false information, these D-shaped stirrups highlighted helpfully by strong sunlight were supposed to be at the rear, and on the outside row of bomb doors, according to Eduard



"With the decals sealed in with a few coats of Polly Scale Flat some exhaust staining was applied to these workhorses of the Luftwaffe. I use a sprayed application of Humbrol Matt Black 33 with just a hint of Chocolate 98 for this."

tion of Humbrol Matt Black 33 with just a hint of Chocolate 98 for this. If you have a dual-action airbrush then I would recommend spraying a fairly thin paint mix at about 35-40 PSI using a very small needle aperture. I have found this setup not only gives me maximum control, but because you have more air in the paint than paint you can build up the staining nicely with little fear of any paint build-up running or sagging. With everything dry it is time to carefully remove the Eduard masks and slowly attach all the fiddly bits to the main model.

A piece of white paper glued with PVA to the reverse of the pilot's escape hatch serves well as a sunblind. Eduard's instructions are a little misleading with some of these final details you may be adding. For example the small mast that can be seen ahead of

the pilot's hatch on early Heinkels is not to be placed at the extreme right front corner of the small pop-up windshield, but is located centrally in front of the windshield. Likewise the small D-shaped stirrups (#16) in the Eduard bomb bay set (#72 437) do not go on the inside surface of the rearmost outside bomb bay doors, but rather on the frontmost segment of the inner doors, making contact with the wind deflector grills that hang down when the bomb bay doors are open. One item sadly missing from the Eduard exterior set is that of a FuB 12 rack antenna. My incorrectly moulded antenna stubs went a long time ago in the sanding process and I never batted an eye, being sure that such a fine detail item would be on the Eduard set, but strangely and sadly no. I ended up robbing one off the Eduard Ju 88A-4 set! ■



ALSO AVAILABLE...

ALSO AVAILABLE FOR THE HASEGAWA HE III

As John mentioned, there are already a number of accessories available for this kit. In the article he used the Eduard 'Big' set (#7219/£19.45), which includes most of their separate photo-etched detail sets and tape masks. He also mentioned the CMK engine set (#7104/£12.70), but they also make separate control surfaces (#7103/£8.50) and Aires does a nice set of resin 'weighted' wheels that include vinyl masks for the hubs (#7126/£2.25). We are also aware of three more sets from CMK, but as we have not seen them we can't comment further, for your information they are: He IIIH Interior Set (#7102/£8.50); He IIIH Fuel Tank Set (#7109/£6.20); He IIIH Undercarriage Set (#7110/£8.50) All above quoted price are from Hannants and are correct at time of going to press



FINAL VERDICT

■ This is a great kit and but for the panel lines and poor decal research would be a fantastic kit. I made hard work for myself by including a photo-etched bomb bay and trying to get the panel lines right, which in turn caused a few poor joint lines, as I am always less careful than what I suggest in the article, but nevertheless I have to say I enjoyed building this kit. I would have enjoyed it all the more if it had retailed at the price it does under the Revell label, but this was the first He III I had built since I built the Matchbox kit in Romanian markings 34 years ago, and I loved every minute of it!

Was it worth the money?

Yes! Go on, buy one or two, buy or borrow a good reference book and take some time watching The Battle of Britain, Pearl Harbour and Narnia films to get inspired. Happy modelling.

CYCLONIC ENDEAVOUR

The Hawker Typhoon must rank as one of the best ground-attack aircraft produced during the Second World War. Its thick wing meant it was no good as a fighter, but it did make it an ideal gun platform and once armed with eight 3in unguided rocket projectiles it became a true 'Giant Killer' as the Wehrmacht (7th Army and 5th Panzer) discovered along the Todesgang ('death road') as they retreated from the Falaise pocket in August 1944.

BUILT & WRITTEN BY
JAY LAVERTY FROM THE UK

The unassuming packaging belies the contents of this model. Safely tucked into a plain plastic box with nothing other than a nicely designed black and white graphic on the top, there is little to hint at what treasures lie within. As the box is opened and the investigation of the parts begins there is a growing sensation of build anticipation and quickly visions of the finished model in all its glory fill the mind. It is one thing to have a dabble with scratchbuilding parts of a model, fabricating the odd detail from

plasticard and metal, and it is another to look at the work of someone who has taken a blank canvas and created a masterpiece. The model itself isn't perfect, and there are a couple of spots in the panel lines that will need tidying up, there are one or two spots where the casting has turned out quite rough, but these are very minor inconveniences when you look at the overall quality of the model. I personally like the wings and in particular the wheel wells as they are adorned with plenty of accurate detail and boast an execution of skill that

could make a grown modeller weep into his wine. Despite the fact that some additional wiring would make the wells look perfect, the temptation is to paint them right away just to be awed by the finished product!

Decals printed by Fantasy Printshop is a reassuring sight, as it is an assurance of quality meaning that there will be no ALPS 'cut as close as possible to the actual image' messing about here, especially important when dealing with the instrument decals. The Sutton harness (seat belts for our North American friends) is provided in

photo-etched brass, easily equalling the quality and detail already set out with the rest of the model. The rest of the parts, some of which were previously available for the Revell 1:32 kit, are individually packed and combine to make one of the nicest model kits I have ever had the pleasure of holding in my grateful hands. Hopefully the accompanying photographs will provide a graphic illustration of any points I have failed to mention, but now we can get down to the business of actually building this monster! ➔

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Masking tape
- Sidecutters
- #5 Tweezers
- Tamiya masking tape
- Sanding Sticks & Files
- Microscale Kristal Kleer
- Gunze Sangyo Mr Mark Setter & Mr Mark Softer

Recommended paints:

- Alclad II
- Grey Primer
- Aluminium
- Exhaust
- Steel
- Xtracolor enamel:*
- X12 Night Black
- X1 RAF Dark Green
- X3 RAF Medium Sea Grey
- X6 RAF Ocean Grey
- X7 RAF Sky
- X10 Aircraft Grey/Green (Matt)

- X11 RAF Trainer Yellow
- X12 Night Black
- X141 White
- CMK Stardust
- Weathering Pigments
- SD03 Sandy Dust

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





MODEL INFO

SPEC: Model Design Construction 1:32 Hawker Typhoon Mk Ib **KIT NO.:** CV32037

MATERIALS: R, WM, PE, VF

AVAILABLE FROM: Manufacturer [www.model-designconstruction.com] **PRICE GUIDE:** \$60.00

ALSO RECOMMENDED...

- *Hawker Typhoon, Warpaint No.5* by Chris Thomas (Hall Park Books, 1996)
- *Hawker Typhoon* by F.K. Mason, Profile No.81 (Profile Publications 1966)
- *Hawker Typhoon Portfolio* (Brookland Books)
- *Scale Aircraft Modelling Vol.II No.1* (1988)
- *Typhoon/Tempest In Action* (Squadron/Signal Publications)
- *Typhoon & Tempest at War* by A. Reed and R. Beaumont (Ian Allan)

Dimensions:

Span - 41ft 7in (12.67m)
Length - 31ft 10in (9.70m)
Height (tail down) - 14ft 10in (4.52m) [Mk Ia & Mk Ib, DH 3-blade propeller], 15ft 4in (4.67m) [Mk Ib, Rotol 4-blade propeller]

Dimensions - 1:32

Span - 395.9mm
Length - 303.1mm
Height - 141.3mm



⚠ Wear the right protective clothing when advised to



"It is one thing to have a dabble with scratchbuilding parts of a model, fabricating the odd detail from plasticard and metal, and it is another to look at the work of someone who has taken a blank canvas and created a masterpiece."

TUBULAR BELLS

Out of habit, or out of necessity, you decide, construction will begin with the cockpit. The tubular floor and foot rests were the first to be assembled and once the rudder pedals and control column have been added this sub-assembly really looks good. After the addition of a small amount of wiring the rest of the framework can be made up and painted. It was here that the first small problem was encountered, as the side frames were difficult to fit into the forward firewall because they were almost 1mm too short at the bottom. No major issue, but something to note if you run into the same problem. 'If' is the operative word, as the problem may

be unique to this sample as the resin was slightly misshapen in that area. It wasn't until I got to the instrument panel that the first annoying problem was encountered because about half of the instrument decals did not fit into their intended bezels? No matter, I simply substituted the larger ones from the plethora of smaller ones provided on the decal sheet. One other important detail to note is the fact that the components are still heavy with release agent. Personally the recommended operation of washing all of the resin parts before painting or assembling is one that is often skipped, but here that step must not be omitted. After gleefully priming the cockpit parts, it wasn't

until the following day that the bubbles and flaking of the primer became obvious and the entire priming procedure had to be painstakingly repeated after soaking the previous coat off. Some guys just love to learn things the hard way I guess! The cockpit needs careful test fitting, and make sure you add the instrument panel before you glue the fuselage together, unlike numb-nuts here, who thankfully used slow-setting superglue and was able to pry the fuselage apart after the initial realisation once I noticed the panel sitting on the table! One other think I had gone to painstaking lengths to do well was painting the radiator before it went in, only to find there were two gaps

running along the interior that would require a fair amount of filling and sanding, so great care was taken when dealing with these gaps.

OF WINGS AND WELLS

I was very anxious to get some paint into the wheel wells, as they are some of the outstanding parts of the kit. All of the various details from the framework to the undercarriage are very intricately detailed and really come to life once the wash is applied. I decided to add some additional detail in the form of some wiring that was visible in the reference photographs I had, and this was easily replicated using fuse wire, a couple of resin bolts and some plasticard cut

STEP BY STEP GUIDE - INTERIOR



Working with resin means you can expect some membrane from the casting process to be left over, and I have found the simplest way to remove this is with a standard kitchen scouring pad



The instrument panel had been painted at this stage so it was a matter of painting the rest Interior Green. There is some debate as to whether or not the interior is in fact all black but as I started with green I shall finish with it [Only an area in the lower, middle, of the framework is black, as this was anti-corrosive paint because the battery box is in that area. The instrument panels on a Typhoon and Tempest are anodised, so they are very, very deep purple, not black - Ed]

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

The Typhoon is a classic type and a subject that as a model works in any scale



About the only thing you will have to add to the basic kit are the 3in RPs, as MDC do these separately to allow you to choose between 25lb AP or 60lb HE



The etched belts provided in the kit are really quite good, and come up nicely under some paint. They are broken down into several components, which means that despite being etched and not all that malleable, they are not difficult to pose



Looking closely from the other side the chipping added is just visible as is the superior quality of the instrument panel



After looking at the references to hand, and due to the fact that there is no detail on the interior side-walls, I decided to paint the walls black, after adding the canopy wheel. Here are the interior components laid out just prior to joining the fuselage halves



With the radiator securely glued into place, the cockpit is test-fitted as per the suggestion of the instructions

⚠ Wear the right protective clothing when advised to



Not what you can call a 'pretty' aircraft the Typhoon does exude one thing, muscle!

"The cockpit needs careful test fitting, and make sure you add the instrument panel before you glue the fuselage together, unlike numb-nuts here, who thankfully used slow-setting superglue and was able to pry the fuselage apart after the initial realisation once I noticed the panel sitting on the table!"

to size. After wrapping the wire with some Tamiya tape, secured with a tiny drop of superglue, the blanking plates were secured at the ends of the wells, and a coat of primer painted on. Once this had dried Alclad 'Aluminium' was sprayed on, then shaded with their 'Steel'. Giving this a couple of hours to dry, a wash of Raw Umber and Paynes Gray oil paints was applied using a very thin brush and left to dry for a couple of hours before removing any excess with a cotton bud. Before the edges of the wheel wells can be fitted into place, the undercarriage needs to be added and given a similar wash. With all this completed the wings could be fitted. Test fits had shown that the starboard wing looked like it was going to give me trouble, but when the curtain went up, fit it did. In fact the fit was fine for both wings and for a resin kit that is very

impressive indeed. All that was required was some reforming of the wing root, as they were not perfectly aligned. This was not a big problem as I find one of the best aspects of working with a resin kit is the ease with which resin can be sanded and shaped, and to be honest the work needed was far less than with some injection moulded kits I have built in the past.

With the wings in place and the wing roots looking smoother than a baby's bottom, it was time to prepare the flaps, the tailplanes, and...well, just about everything aside from the canopy, as we were now entering the final stages of the build

AROUND THE LAST BEND

First up is the underside when it comes to painting and this goes off without a hitch. Normally being a very lazy

modeller the task of buffing the Alclad primer prior to the paint being applied is skipped and occasionally this comes back to haunt me.

I decided to actually do this on this model, and it paid off immediately. The Medium Sea Grey went on so smoothly it was like silk. The coverage was flawless and I did not need to hope that any rough spots would disappear under a coat of matt varnish at the end, as we so often tend to do! This was then supplemented with the normal (for me) addition of 'highlights' and 'lowlights' by adding white for high and black for low to the Medium Sea Grey (Black may be too intense for this, so try using a darker shade of the main colour, in this instance Extra Dark Sea Grey - Ed) and these were subsequently followed



STEP BY STEP GUIDE - DETAILING

The wheel wells are one of the best parts of the kit, and some of the best modelling I have seen. All that can really be done to them is the addition of the plumbing visible in reference shots, which hopefully add to the quality



With the fuse wire securely in place they can be manipulated with ease and formed as much as possible before actually fitting them into the wells. After adding some delicately cut strips of Tamiya masking tape to represent the fittings, the wiring is glued into place. Care must be taken not to fix them into a position that will interfere with the landing gear

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



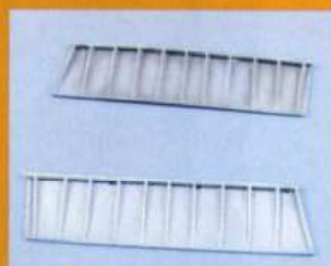
Once the exhausts are primed, a coat of Alclad Aluminium is added as the metal base...



...followed by Humbrol 82 Orange to provide a basis for the rust affect...



...then Humbrol 100 Red Brown which will give some dark toning to the rust effect that will be completed with weathering pigments once the exhausts are fitted



While the Alclad was handy I decided to do the interior of the flaps as well. The attachment points for the flaps to the wing are quite intricate, and will allow for free movement once in place

⚠ Wear the right protective clothing when advised to

Left: Hawker Typhoon Mk.Ib, MM955/FM-N, No. 257 Squadron, Tangmere, March 1943. Ocean Grey/Dark Green/Medium Sea Grey finish with Sky rear fuselage band, spinner and codes; Night serials. 'B' type roundels above wings, 'C' type below

Below: Hawker Typhoon Mk.Ib, MN639/EL-E, No. 181 Squadron, France, summer 1944. Ocean Grey/Dark Green/Medium Sea Grey finish with Sky spinner, rear fuselage band and codes; Night/white bands around fuselage and wings. Night serial, partly overpainted by D-Day bands; 'C' type roundels below wings



PROFILES 1:48 Scale
0 Metres 1 2
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Above Right: Hawker Typhoon Mk.Ib, OC-S, No. 168 Squadron, Eindhoven, late 1944. Ocean Grey/Dark Green/Medium Sea Grey finish with Sky rear fuselage band and codes (note 45° angled US-style corners); Night serials. Night/white stripes below rear fuselage only; yellow spinner and wing leading edges. 'B' type roundel above wings. 'C' type below

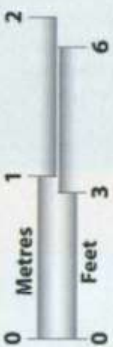
Right: Hawker Typhoon Mk.Ib, MN582/HH-A, No. 175 Squadron, B.S., August 1944. Ocean Grey/Dark Green/Medium Sea Grey finish with Sky codes and rear fuselage band; Night spinner and serials. Night/white bands around wings and below fuselage; 'B' type roundels above wings, 'C' type below. Long-span tailplane fitted



Hawker Typhoon Mk Ib, SW417/MR-X, No. 245 Squadron, Germany, summer 1945. Ocean Grey/Dark Green/Medium Sea Grey finish with Sky codes and white serials; blue/white spinner and checks on rear fuselage. 'C' type roundels above and below wings



PROFILES 1:48 Scale



Hawker Typhoon Mk Ib, RB485/18-E, No. 440 Squadron, Flensburg, 1945. Ocean Grey/Dark Green/Medium Sea Grey finish with Sky codes and Night serials; red/white spinner (white rear plate). Yellow wing leading edges; long-span 'Tempest' tailplane



Hawker Typhoon Mk Ib, SW411/PR-J, No. 609 Squadron, Germany, summer 1945. Ocean Grey/Dark Green/Medium Sea Grey finish with Sky codes and Night serials; Night spinner with yellow backplate. 'C' type roundels in six positions; yellow wing leading edges. Unit badge on front fuselage with Squadron Leader's pennant aft; long-span tailplane. Aircraft flown by Sqd Ldr 'Pinkie' Stark



Hawker Typhoon Mk Ib, SW433/DP-S, No. 193 Squadron, Germany, August 1945. Ocean Grey/Dark Green/Medium Sea Grey finish with Sky codes and Night serials; red/white spinner. 'C' roundels in six positions; yellow wing leading edges. Unit badge on fin within a white rectangle

"I was very anxious to get some paint into the wheel wells, as they are some of the outstanding parts of the kit. All of the various details from the framework to the undercarriage are very intricately detailed and really come to life once the wash is applied."



with a misted-on base colour to further blend the shading. After drying overnight, the paint had cured sufficiently to have the gloss varnish applied, after which the wells and upper surfaces of the flaps would be touched up with Alclad 'Aluminium'. Painting the invasion stripes is an involved process, especially when dealing with curved surfaces and trying to keep the lines straight. After spending ages masking and remasking areas trying to find a straight edge, it finally dawned on me that cutting the masking tape with a curved scribing template offered the simplest and quickest method of masking the fuselage.

Things went much quicker following this revelation and I actually enjoyed the task as a result. After giving the white elements of the stripes a night to dry some Tamiya tape was de-tacked (I simply stick it on the table first, then peel it off, otherwise it forms a glue-like bond to the paint beneath), and laid out these out at appropriate intervals. Once the black was on and dry the only remaining task was to mask a small area for the serial number to go on over Sky, then to follow with a few coats of gloss varnish in preparation for the decals and subsequent weathering. At this point I also added the under-wing rock-

ets, which are a wonderfully detailed bit of work from MDC, and while available separately from the Typhoon kit, they are a spectacular addition and I highly recommend using them.

GETTING DIRTY

Without a doubt my favourite aspect of modelling, weathering, is where the model comes to life. While the recipe for the wash never alters, the method of application invariably changes from model to model in the effort of keeping it from becoming routine. I have settled on a mixture of 80% Raw Umber and 20% Paynes Gray, which is sub-

sequently thinned with White Spirit. Once on the model, the key to the wash is making sure that it has had a sufficient time to dry so it can be removed without 'pulling' it out of the recesses, but not too dry that it requires thinner to remove the excess. With the wash completed, I added paint chips using Paynes Gray, and in this case I added the walkway to the wing roots. Using 'Cast-A-Coat' to achieve the rough texture, this wonderful stuff was applied to the surface after the area was masked. Once all was dry I applied the final coat of matt varnish in preparation for the final stages of the build.

STEP BY STEP GUIDE - ASSEMBLY



The fit of the wings at the wing root is very good, and required only the smallest amount of filling and sanding. There was a small step at the leading edge, but this was very easily removed.

With only the smallest of gaps visible, once the wing was securely in place this easily disappeared after a few passes with some thin superglue applied with a toothpick.



One of those 'I wish I hadn't done that' moments, where I realised after some careful painting of the undercarriage, that they were going to be very difficult to mask.

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

STEP BY STEP GUIDE - PAINTING & FINISHING



This is the first stage of painting the underside and with the grey on the undercarriage has some slight overspray on it. I decided to leave it as it was, as there will be more where that came from when the identification stripes are added!



Once again the Tamiya Paint Stand proves its worth as it keeps the underside parts safely in place while they are shaded. I wished I had realised I was wasting my time with everything, aside from the tailplanes, as all would be covered in I.D. stripes before long!



It's 'Frosty the Pilot'! Keeping the interior protected is always a pain but this was the easiest solution. After wrapping Tamiya tape around the base to keep the cotton wool from getting stuck to the paint, I plonked the wool in and laughed at how stupid it looks. But hey, if it works...



Here we begin with the shading on the upper surfaces. After adding a good coat of the base colour, this is then shaded with some black to provide the 'lowlights' along the panel lines and recesses, this is followed with a coat of the base colour lightened with white to provide the 'highlights' kept to the centres of the panels to create a bleached effect and finally this is all subsequently blended in with a very thin coat of the base colour



The entire process is then repeated with the green. This is a slightly more difficult procedure than the first colour as great care must be taken not to overspray onto the grey



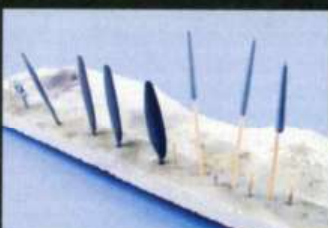
The reason I chose this particular airframe was due to the fact that it had a 'Luftwaffe' style spiral spinner, which began with the Sky, then some clever masking followed by the deep blue and finally all was revealed. It isn't perfect as there are some rough spots, but I am nonetheless pleased with the homemade results



The aircraft carries remnants of D-Day stripes on the lower wings and fuselage. The former were not that difficult to apply...



... but the fuselage ones are slightly more difficult as some masking was required for the code lettering. There will also be a small area masked later and sprayed Sky onto which the airframe number will sit



The last of the 'fiddly bits' requiring painting. Kept nice and secure inserted in some polystyrene they are very easy to paint, and with that the model is nearly complete



After sanding away the gap at the centre of the spine I had inadvertently obliterated one of the already light panel lines.



This is no major problem as it is a very easily rectified situation with the right tools. We start with some Dymo tape, which provides a good firm edge for the scribing tool, so with a few careful strokes, the line is back where it belongs





"Normally being a very lazy modeller the task of buffing the Alclad primer prior to the paint being applied is skipped and occasionally this comes back to haunt me. I decided to actually do this on this model, and it paid off immediately."

With only the minor sub-assemblies left to do, it was now time to add pigments to help finish off the weathering process. I personally prefer CMK's Stardust pigments for this as they combine a good amount of adhesion with ease of workability. I generally apply them with a fine brush locally, removing any excess with a wide, flat brush, leaving off any fragile 'break-off' bits until after most of the handling associated with weathering is finished.

THE FINAL STAGES

I left off the canopy until the last possible moment as it kept it from getting my ham-fisted fingerprints all over this

carefully dipped and polished component! With details like the propeller blades, flaps and canopy finally added it was time to survey the model for any errors. Inevitably there were one or two and these were the things that were impossible to notice in the heat of battle, but with the ability to look objectively at the completed model they soon became apparent. Once all of these were corrected and I was happy with the results, I was surprised to think just how little time had been spent on this project. ■



FINAL VERDICT

■ I thoroughly enjoyed building this model, and while there were one or two points I thought could have been improved, this has to be one of the most perfect all-round model kits I have ever made. The lack of detail on the interior of the fuselage frames was the only part of the model that I found disappointing, and this is no real issue, as it is not visible from the outside anyway (as a modeller, you just know it is there, OK!). Clearly a lot of skill and care has gone into producing this model, and it shows with how easily it goes together. I firmly believe that this is an excellent choice for someone with the benefit of working with a few resin conversions and detail sets under their belts to use as a first attempt at a full resin kit, and I sincerely hope that the sales of this kit inspire MDC to continue with releasing resin kits of subjects we are not likely to see from the mainstream injection manufacturers. This model will not only suit those who are looking for something a little different, the level of detail will also suit even the most seasoned resin veteran, and I think what we have here is a kit that flirts with perfection and has a broad all-round appeal that will suit any aircraft modeller.

Was it worth the money?

No thought required on this one. Yes. A thousand times yes!



THE McDONNELL F-4J PHANTOM

Although the McDonnell Aircraft Company did not contribute to aircraft production in WWII, their first major project moved into an entirely new sphere - jet propulsion

WRITTEN BY RICHARD CARUANA

Although James S. McDonnell formed the McDonnell Aircraft Company (MAC) in a small building adjacent to St Louis Municipal airport on 6 July 1939, the wartime years were dedicated to its formation and growth without any significant contribution to the war effort. Significant was the fact that rather than working in parallel with other aircraft manufacturers in the United States (US), the new company's first major project moved into an entirely new sphere - that of jet propulsion. Early in 1943 an order was placed with MAC by the US Navy for a jet fighter that could operate from its existing fleet of carriers. McDonnell responded with the XFD-1 that flew for the first time on 25 January 1945, later to become the FH-1 Phantom. Although built in small numbers, the Phantom was deemed to be a highly satisfactory

aircraft and was developed further into the F2D (later F2H) Banshee in 1947, a hardworking protagonist of the Korean War of which 895 examples were eventually built.

MAC became a very busy little entity during the immediate post-war period, especially in the experimental field. It was responsible for the XF-85 Goblin, the tiny jet 'parasite' fighter that was stored and launched from the bomb-bay of a B-36. Its next major successful product for the US Navy was the F3H Demon that flew for the first time on 7 August 1951. As if to ensure that it would not become entirely dependent on naval aircraft, the company produced the superb F-101 Voodoo for the US Air Force (USAF), a high-powered twin-engined fighter of sleek design that first flew on 29 September 1954. This aircraft was, in fact, based on an earlier experimental MAC design, the

XF-88 that carried the same name and which had performed its maiden flight way back in October 1948.

Within a relatively short period of time, McDonnell had established itself as a major player in the North American aviation industry, with an excellent reputation for high workmanship, design and structural facilities. The loss of a competition in May 1953 to build the US Navy's first supersonic interceptor to Chance Vought came, therefore, as a great disappointment for MAC. Undaunted, McDonnell knew that it could produce a better product than anyone else, and set out to prove it.

Their first course of action was to listen to what the people that mattered in the US Navy really needed, taking notes and filling numerous questionnaires. They talked to the Chief of Naval Operations (CNO), the Head of



F-4J 15562 of VF-84 taxis out to Runway 06 at Luqa, Malta, in April 1971 (David Spiteri Staines)

Fighter Branch and the teams at the Bureau of Aeronautics (BuAer). Of immense importance was the feedback received from personnel of the Overhaul and Repair facilities. Visits to the company's facilities at St Louis were also arranged for anyone interested in its project. Within 12 months, MAC had actually built a mock-up under the company designation of F3H-G, which the Navy was invited to inspect. As a result, a letter of intent was issued requesting the construction of two aircraft based on the mock-up but powered by General Electric J79

Up to the late 1970s, Malta was a veritable military aircraft spotters' paradise. Phantom II 157295/110/AE belongs to VF-41 and was embarked on USS Roosevelt (David Spiteri Staines)





F-4J 155507/106/AG of VF-41 on board USS Independence. The carrier was moored just off Grand Harbour, Malta, on 14 December 1968 (Charles Stafrace)

"The future of the Phantom II changed completely following a visit to the St Louis works by four naval officers in April 1955. The Navy now seemed to know exactly what it needed - and it wasn't the AH-1"

engines, when these would become available, in place of MAC's original plan for the use of a pair of Wright J65s.

Although work went ahead on what now was known as the AH-1 'Phantom II', it seemed that the Navy had no real requirement for such an aircraft and McDonnell began to suspect that this was nothing more than a consolation prize for losing out to the Crusader. At this stage the aircraft looked very much like a cross between the Voodoo and the Demon, a single-seater fitted with a powerful radar, four 20mm cannon under the nose and an impressive array of hardpoints under the wings, eleven to be exact, clearly determining its intended role as that of a multi-role

attack aircraft. Variable geometry air intakes for the engines ensured peak performance at all speeds and altitudes, enabling it to reach Mach 1.5 and higher.

The future of the Phantom II changed completely following a visit to the St Louis works by four naval officers in April 1955, two from the BuAer and two from the CNO. The Navy now seemed to know exactly what it needed - and it wasn't the AH-1; they wanted another fighter for fleet defence, capable of staying on Combat Air Patrol (CAP) for at least two hours, flying out as far as 250 nautical miles, destroying any enemy aircraft within that range, and returning to the carrier after three hours.

Most of the work that had gone into the AH-1 had to be undone, the mock-up torn apart and the engineering studies revised. The versatility of MAC's design team here came to the fore, as the Phantom II was changed into a two-seat, all-weather interceptor powered by a pair of J79s. All but one of the underwing pylons were removed (retaining the centreline pylon for an external fuel tank). Gun armament was exchanged for four Sparrow Air-to-Air Missiles (AAMs) partially submerged into the fighter's flat-bottomed fuselage. Within a fortnight, a revised and fully detailed specification was written around the project, now bearing the designation of XF4H-I, and accepted. ➔



McDOD F-4J PHANTOM

A pair of F-4J Phantom IIs from USS Saratoga's VF-103 on Park 4 at Luqa, Malta, on July 1970. The aircraft are 155826/200 and 155824/213 (Godfrey Mangion)



Once the afterburner was engaged, the aircraft comfortably reached Mach 2.03, and d

Authority to proceed was issued to McDonnell on 26 May 1955, for the detail design and construction of the two prototypes already contracted, though not on an exclusive basis! The specification was also passed on to Chance Vought, who proposed the XF8U-3 Crusader III as competitor.

The US Navy's decision to have a competing aircraft, notwithstanding the extra costs, stemmed from reasonable fears that McDonnell's aircraft just might not make the grade. While the Phantom II was a completely new aircraft, the Crusader III was but an updated version of Chance Vought's already well-established naval fighter aircraft. The XF4H-1 flew for the first time on 27 May 1958 at Edwards Air Force Base (AFB) where it also carried out its flight trials. The fly-off against the first of five XF8U-3s took place later that same year, turning out to be a stiff contest between two extremely valid designs. However, the Navy ultimately chose the Phantom II, preferring its twin-seat, twin-engine design to the single-seat, single-engine layout of the Crusader III. A limited contract for 23 development aircraft (including the two prototypes) was awarded to MAC in December 1958, together with an order for 24 production aircraft.

THE PHANTOM II EMERGES

With the redesign work that went into turning the AH-1 into the F4H-1, McDonnell introduced a long list of changes into their original design concept.

The first concerned the air intakes and ducts for the more powerful J79s, having machined leading edges and variable inlets – the latter being an innovative feature for any fighter aircraft.

Wings of completely different layout were produced with the outer folding panels being extended and tilted up 12° to achieve a sizeable 'dog-tooth'. Also extended were the vertical tail surfaces while the one-piece 'stabilators' – acting as stabiliser and elevator combined – were at first tilted down 15°, then further down to 23°.

Another highly visible difference between the prototypes and the first production models was the larger nose that could accommodate the Westinghouse APQ-72 intercept radar, while overall length was kept within the 56ft limit dictated by the lifts of the Midway-class aircraft-carriers. The main undercarriage legs were beefed up to withstand a landing impact of 33,000lb at a sink rate of 22ft per second while the nosewheel could be extended by 20ins for catapult launches and introduced an innovative 360° power steering.

Performance of the F-4A, as the initial production model was designated, was impressive, to say the least. While it might be considered valid even by today's standards, it must have been nothing short of stunning in 1958! The aircraft performed better in practically all respects compared to the specified requirements (shown in parentheses): maximum speed at full military power – Mach 1.1 (0.99), rate of climb – 17,500ft per minute (12,258ft/min), time to climb to 35,000ft – 1min 13sec (1min 30sec), supersonic combat ceiling on





During an early trial with a pre-compressor water-injection cooled F-4A, a speed of Mach 2.62 was registered

maximum power - 56,900ft (55,430ft). Once the afterburner was engaged, the aircraft comfortably reached Mach 2.03, and during an early trial with an F-4A equipped with pre-compressor water-injection cooling, a speed of Mach 2.62 was registered when the pilot decided to throttle back fearing that he might run out of water.

The first 47 aircraft built (F-4A) were powered by J-79-GE-2 turbojets and could carry four Sparrow III AAMs. 26 of these Phantom IIs were assigned to various development tasks while the rest were delivered to the first US

Navy units to operate the type, VF-101 and VF-121. Between 1961 and 1966, McDonnell built and delivered 649 F-4Bs, the first major production version. These were powered by the uprated J-79-GE-8 engines and were equipped with the AJB-3A bombing system to aid delivery of 16,000lb of ordnance carried on four underwing pylons. While the APQ-72 system for the delivery of the Sparrows was retained, it also carried an AAA-4 infra-red sensor in a bulged fairing beneath the nose for the firing of Sidewinder missiles fitted to underwing stations.

THE SUPERB F-4J

Other versions included the 46 dual-control RF-4Bs for the US Marine Corps and 583 F-4Cs for the USAF, the latter broadly based on the F-4B. The US Navy took note of the improvements introduced into the USAF's version of the Phantom II, issuing a specification in 1963 for an F-4B follow-up incorporating a considerable number of changes. Since MAC was updating the F-4C to the F-4D for the USAF, it developed the F-4J in parallel, although the latter was to result in a more advanced and sophisticated fighter aircraft, with an emphasis on CAP.

The first major change consisted in the fitting of the Westinghouse APG-59 pulse-doppler radar incorporated into a new integrated missile control system (AWG-10) that could fit into the nose of the F-4B, while the AWG-10 was placed in the No.1 fuel cell, now reduced in size. An additional

Another view of 155562 of VF-84 at Malta, this time parked with the refuelling probe extended (Godfrey Mangion)

fuselage fuel cell (No.7) was fitted inside the rear fuselage. The new fire control system could track both high- and low-flying targets. The infra-red fairing was removed from beneath the nose as a completely new suite of electronic warfare equipment was fitted, including the APR-32 homing and warning, an ALE-35 flare dispenser, the AJB-7 bombing system, a GVR-10 vertical gyro, complemented by the VTAS helmet sight worn by the pilot who now sat in a Martin-Baker rocket-assisted, ejector seat that could deploy at zero-height and zero-speed.

The inner wings featured the bulge housing the wider tyres of the main undercarriage wheels introduced on the USAF's F-4C. The main undercarriage was strengthened further to withstand a landing impact of 38,000lb at 23ft per second sink rate. Most significant was the introduction of a slotted leading edge to the stabilizers, through cooperation with Hawker Siddeley engineers who had developed the 'blown' tailplane for the Buccaneer. This improved immensely the aircraft's handling, especially at critical low speeds, helping to rotate the nose up during launch or recovery. Working in combination with fixed inboard leading-edge slats and ailerons drooped down 16.5°, approach speed was reduced from 137 to 125 knots.

The F-4J was powered by a pair of J79-GE-10 turbojets rated at 17,900lb - an increase of 2,000lb on the engines fitted to the F-4B - which enable the aircraft to reach Mach 2.2 at 36,000ft. First flight of the F-4J was performed in June 1966. 522 examples of this version were built, delivery beginning on 1 October 1966

and ending in December 1972. Apart from equipping a large number of US Navy units, the F-4J was also in use with the Marine Corps, often referred to as the F-4J(AC), differing mainly in being fitted with a digital AWG-10(A) and retaining the slotted wing.

VF-101, the first to receive the F-4J, began re-equipment with the type on 27 December 1966. This version of the Phantom II was also blooded in the Vietnam conflict, Marines F-4Js being the last US aircraft to operate in South East Asia, leaving Nam Phong in August 1973.

Without doubt, the F-4J enjoyed the most colourful career of any Phantom II version, as can be seen from the colour art accompanying this feature. They were also to become the heaviest aircraft to be flown by "The Blue Angels" US Navy aerobatic team. Slightly modified for the task, including the fitting of smoke generating equipment, these F-4Js, resplendent in their deep blue and gold finish, proved not quite adequate for display flying, and eventually the team converted onto A-4F Skyhawks.

As development continued, the F-4J acquired a number of upgrades and modifications, including the fitting of Sanders AN/ALQ-126 DECM in the form of long, slender fairings above and just aft of the air intakes. Eventually, 248 F-4Js were converted to F-4S standard.

The F-4J was to sire another major variant, the F-4K/M for Britain, the Phantoms used by the Royal Navy (RN) and Royal Air Force (RAF) respectively. But, as the saying goes, that is a completely different story, hopefully to be dealt with in another feature in the not too distant future. ■

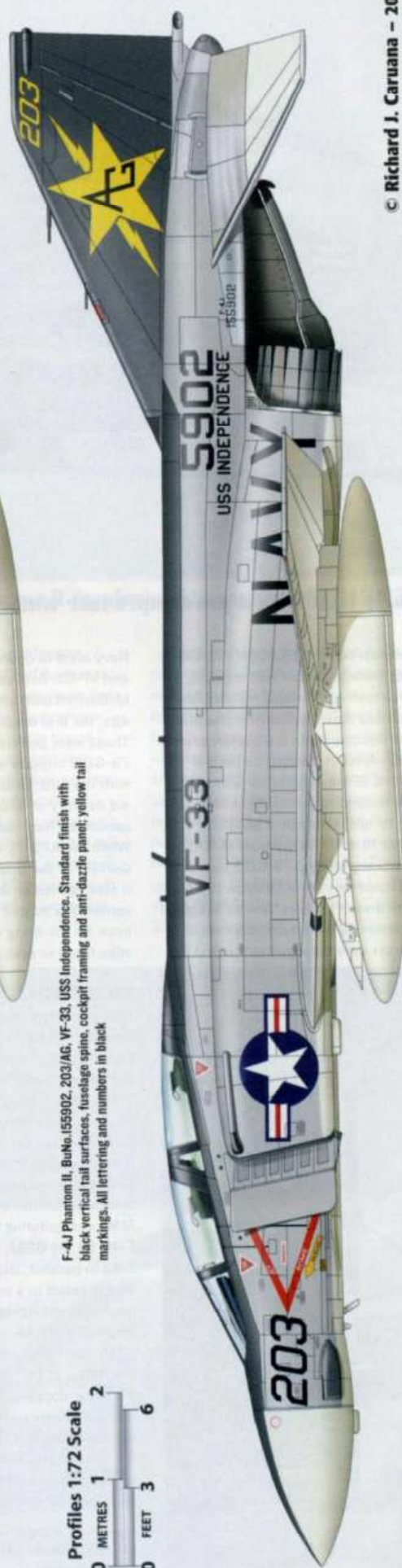




F-4J Phantom II, BuNo. 158378, 200/NE, VF-21 (CAG), USS Ranger, 1973. The standard scheme consisted of Light Gull Grey upper surfaces with Insignia White undersides; ailerons, rudder and outer section of stabilator also in Insignia White. Yellow/black trim and multi-coloured stars on rudder; 'NE' and '200' in black with yellow drop shadow. Blue flag with two white stars on splitter plate



F-4J Phantom II, BuNo. 157293, 101/AC of VF-31, USS Saratoga, flown by Col. Sam Flynn on which he shot down a MiG on 21 June 1972. Standard finish with red tail trim and top fuselage flash; black/white numbers/letters. Unit marking on fuselage sides; MiG kill marking on splitter plate

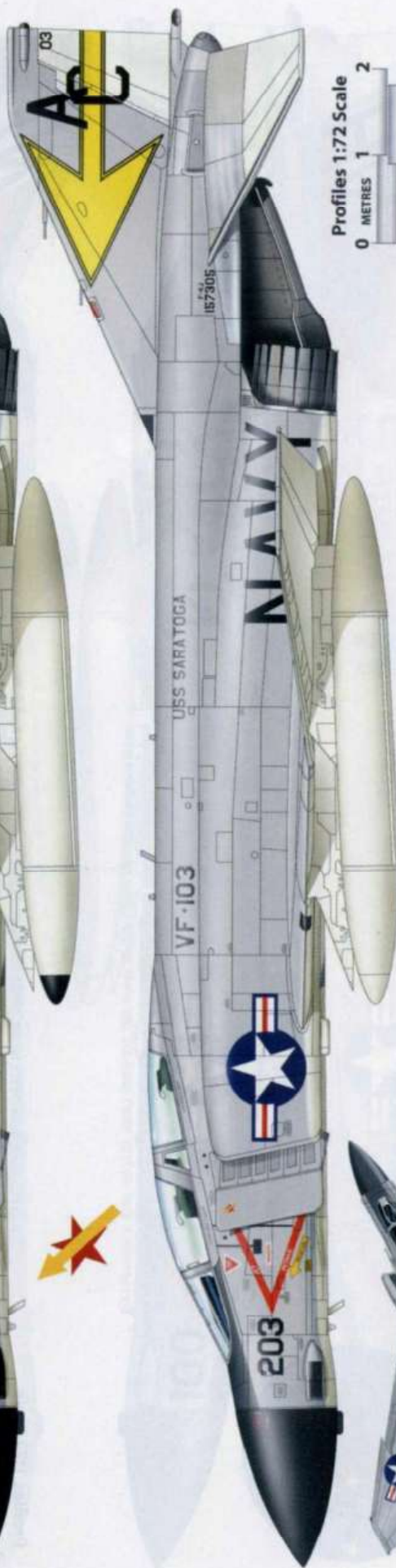
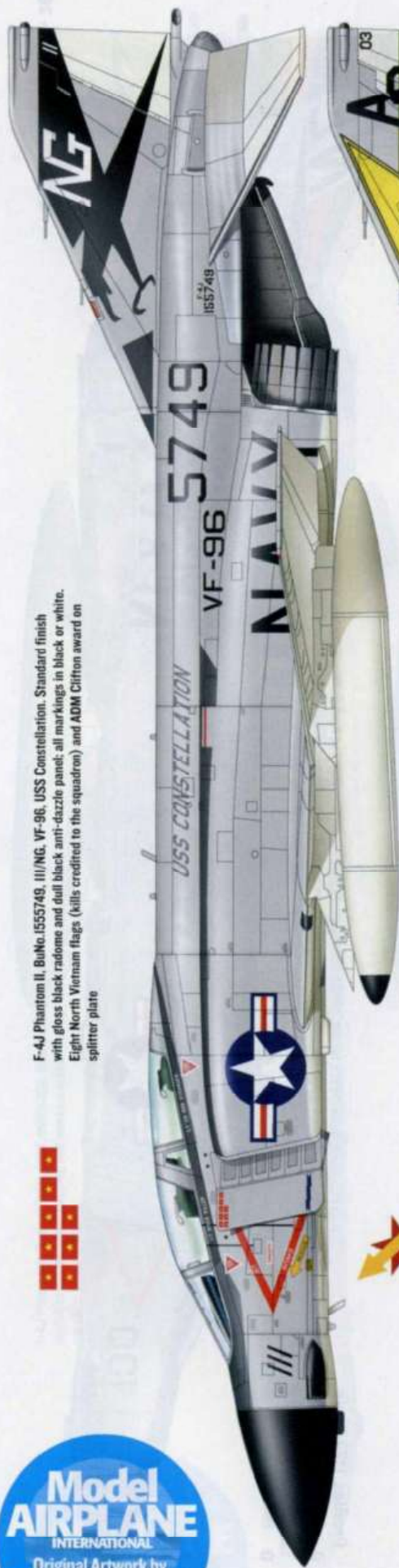


F-4J Phantom II, BuNo. 155902, 203/AG, VF-33, USS Independence. Standard finish with black vertical tail surfaces, fuselage spine, cockpit framing and anti-dazzle panes; yellow tail markings. All lettering and numbers in black

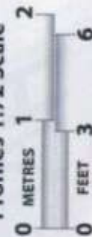
Profiles 1:72 Scale
0 METRES 1 2
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F-4J Phantom II, BuNo.1555749, 111/NG, VF-96, USS Constellation. Standard finish with gloss black radome and dull black anti-dazzle panel; all markings in black or white. Eight North Vietnam flags (kills credited to the squadron) and ADM Clifton award on splitter plate



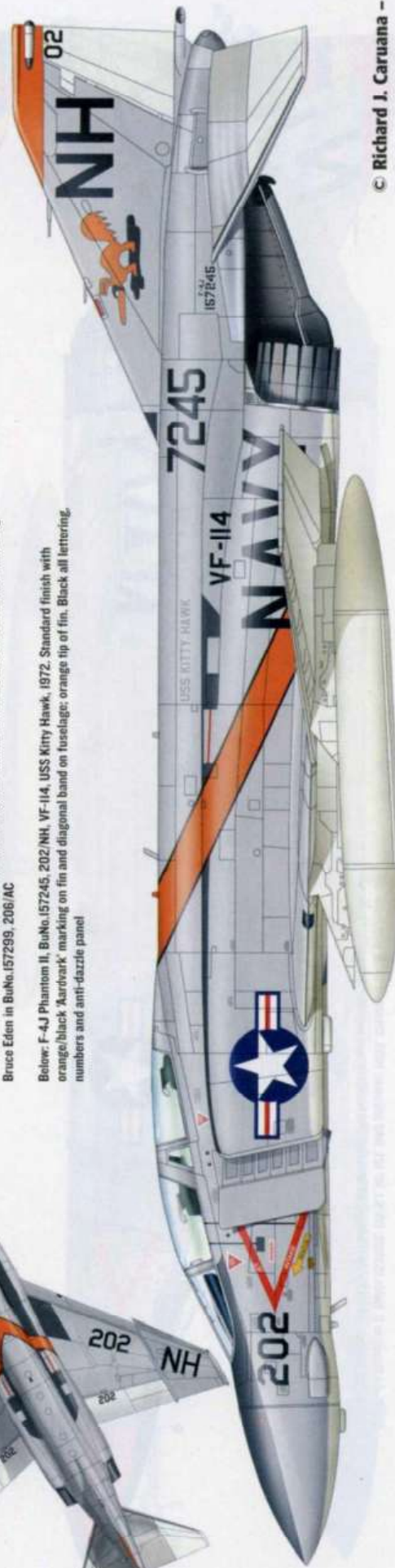
Profiles 1:72 Scale



Above: F-4J Phantom II, BuNo.157305, 203/AC, of VF-103, USS Saratoga. Standard finish with yellow/black tail colours; all lettering in black. Kill marking was actually scored by Lt Cdr Gene Tucker and Lt Lg Bruce Eden in BuNo.157299, 206/AC



Below: F-4J Phantom II, BuNo.157245, 202/NH, VF-114, USS Kitty Hawk, 1972. Standard finish with orange/black 'ardvark' marking on fin and diagonal band on fuselage; orange tip of fin. Black all lettering, numbers and anti-dazzle panel



F-4J Phantom II, BuNo. 153902, 00/NJ, VF-121, NAS Miramar, 1969. Standard finish with multi-coloured rudder; red fin tip and radome. All lettering and numbers, and anti-dazzle panel in black



F-4J Phantom II, BuNo. 157272, 100/NH, VA-213, USS Kitty Hawk, 1970. Standard finish with red flash on tail and multi-coloured bars on top of fin; black anti-dazzle panel, radome, all lettering and numbers. Unit badge superimposed on red tail flash



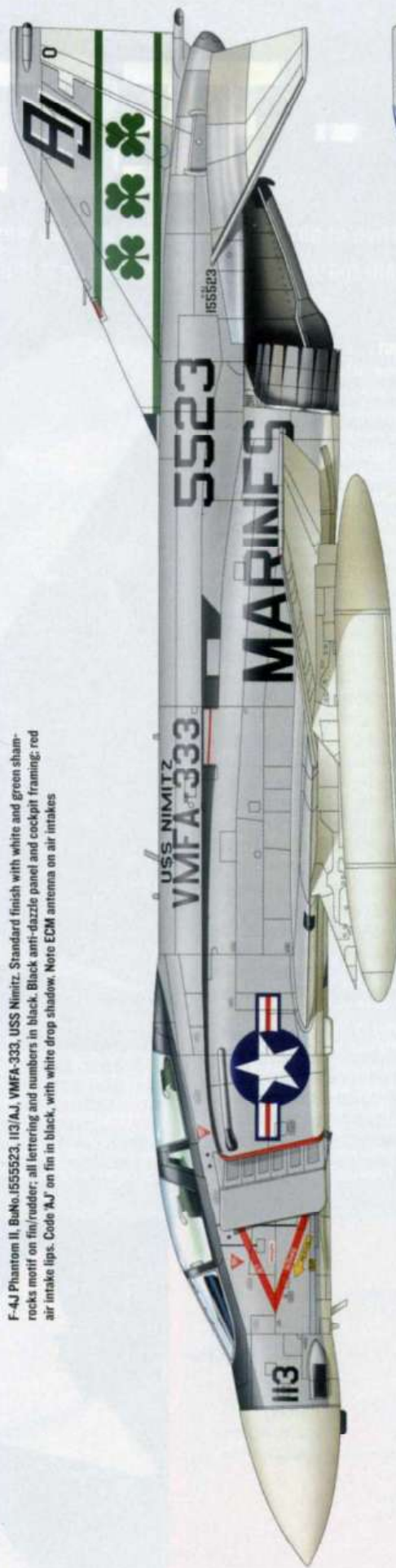
F-4J Phantom II, BuNo. 158373, 100/NE, VF-154, USS Ranger, Standard finish with black/red flash on fin and 'rainbow' rudder; black anti-dazzle panel and all lettering and numbers. Red lance beneath name of carrier



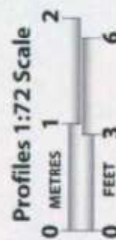
F-4J Phantom II, BuNo. 153859, 6/WT, VMFA-232. Standard finish with red/white tail markings; lettering and numbers in black, except for '6' on top of fin which is in white



F-4J Phantom II, BuNo. 155523, 113/AJ, VMFA-333, USS Nimitz. Standard finish with white and green sham-rock motif on fin/rudder; all lettering and numbers in black. Black anti-dazzle panel and cockpit framing; red air intake lips. Code 'AJ' on fin in black, with white drop shadow. Note ECM antenna on air intakes



F-4J Phantom II, BuNo. 153776, 201/AA, VMFA-451, USS Forrestal, 1976. Standard scheme with blue nose and cockpit framing, blue/white band around fuselage and blue/white tail markings with unit badge in black and white; all lettering in black except for 1776-1976 which is red/white/blue



TSR.2 - TESTED, SO

The TSR.2 is probably the most evocative of aircraft designs and in many ways it holds the same sort of position in the minds of many as certain too-soon-departed rock stars; it is all about what might have been!

This long-awaited kit has 90 parts moulded in white plastic, plus 6 clear ones. It has decals for three aircraft and features canopies and bomb bay that can be posed either open or closed, plus optional ordnance. In addition, a few differences between the three prototypes are catered for and that is a nice touch. The plastic parts initially look very good with the recessed details well executed. However it is quite odd that the surface detail in some areas seems sharper than others, with recessed details on the main wing being far crisper than areas on the fuselage, for example? It also looks over-engineered in places to me, with separate parts where the leading- and trailing-edge of the wing meets the fuselage, a separate panel just ahead of the nosewheel well, under-fuselage insert, nose cone, tail piece, and a sizeable insert which includes the separate mainwheel wells and bomb bay interior. There are a few other oddities too in that some straight edges, such as those forming the edges of the bomb bay doors and speed brakes, simply aren't straight and will need rectifying. I would expect this of an older product but hardly from a brand new one. The clear parts are disappointingly thick while the cockpit really does look like a vintage Airfix kit, with decals for the instruments, very basic seats, and figures that look like they are from the 1980s, if not 1970s!

The upshot of all this: I don't expect this one to be easy!

STARTING OUT...

Having a remit to build this kit from the box with no additions, the construction began conventionally by assembling and painting the cockpit. I used a medium grey with a darker grey for the bulkheads. I decided to close the canopies early on, and so the exact tone would not be too important, especially when seen through fairly thick clear plastic which is tinted clear orange (I322 in the instructions, but more of this later). The seats are very basic but I sprayed them with Halfords Nissan Silver, painted the cushions and added seat belts made from paper. After a coat of gloss varnish the decals were applied, later to be sealed in with a coat of matt varnish. The fit of the cockpit tub into the fuselage was not great, but acceptable with the main problem fit being that of the pilot's bulkhead into the fuselage.

I opted to keep detail painting to the end if possible, so installed the nosewheel well and the combined mainwheel wells/bomb bay. The wheel wells could benefit from better, finer details but look okay, while the bomb bay is completely devoid of detail. The fuselage was then closed, taking care to get the mating edges to match up. Before any sanding, I added the nose cone which, to me was a real letdown by today's standards. It is perfectly conical but does not fit into the contours of the fuselage at all, so some sanding was needed to try to blend it in. The sanding of all the joints thus far was carried out, and at the join of the main wing and front and rear upper fuselage inserts these areas

BUILT & WRITTEN BY NICK J. WIGMAN
 FROM THE UK.



MODEL INFO

SPEC: Airfix 1:72 BAC TSR.2
KIT NO.: 07004 **MATERIALS:** 1M
AVAILABILITY: Airfix Ltd (Worldwide Distributor) and Airfix stockists worldwide **PRICE GUIDE:** £16.99

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Humbrol Liquid Poly
- Formula Pacer 560 PVA
- Masking tape
- Sidecutters
- Tweezers
- Tamiya masking tape
- Sanding Sticks & Files
- Microscale Kristal Kleer
- Superscale Super Set & Sol decal solutions

Recommended paints:

- | | |
|-------------------------------------|------------------------|
| <i>Halfords acrylic car paints:</i> | <i>Tamiya acrylic:</i> |
| Appliance White | X19 Smoke |
| Grey Plastic Primer | X26 Clear Orange |
| Nissan Silver | |
| <i>Humbrol enamel:</i> | <i>Aiciad II</i> |
| 53 Gunmetal | Steel |
| 85 Coal Black | Dark Aluminium |
| 164 Dark Sea Grey | Jet Exhaust |



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

RAPPED, REVERED!



"Taking plenty of time to ascertain the fit is essential and, to be fair, any modeller with a modicum of ability can make it, but it is a significant challenge to build and still make it look good in the end."

ALSO RECOMMENDED...

References:

- *Project Cancelled* by B. Hygate (Airlife)
- *Phoenix into Ashes* by R. Beamont (William Kimber & Co, 1968)
- *Testing Years* by R. Beamont (Arms & Armour Press)
- *Flight 31st October 1963 & 9th April 1964*
- *Aeroplane Monthly* April and May 1982
- *Flypast* May/June 1981
- *Scale Models International* Vol.16 No.184 February 1985 and Vol.16 No.185 March 1985

Dimensions

Span - 37ft 1.68in (11.32m)
Length - 89ft 0.46in (27.14m)
Height - 23ft 9.25in (7.25m)
Dimensions - 1:72
Span - 157.2mm
Length - 376.9mm
Height - 100.7mm

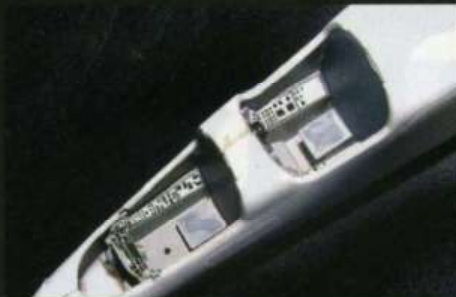


⚠ Wear the right protective clothing when advised to

STEP BY STEP GUIDE - ASSEMBLY AND MASKING



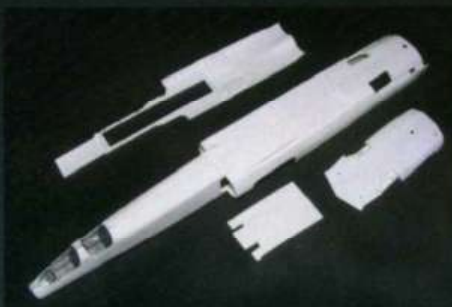
The seats are very basic, but if the canopies are closed not too much of the cockpit will be seen. I added seat belts from paper just to add a little more detail



The cockpit is very basic too, and decals are provided for the side consoles and instrument panels



The fit of the nose cone to the fuselage was quite disappointing, and some fairing in was required



The fuselage and associated inserts (see text). Clearly this is not a simple kit!



The insert under the nose is a fairly poor fit, and some filling and sanding is needed



The trailing edges of the wing are too thick and squared off though...

"On test fitting the clear parts, it was here that the air really turned blue with unprintable expletives! The windscreen seemed the best fitting of the three parts, but the other two canopies were half their plastic thicknesses wider than the fuselage, and were too thick to bend to shape"

were scraped to try to aid their fitment at a later date. The upper rear of the fuselage is a separate item, and once the interiors of the upper speedbrakes were installed, this sub-assembly was put aside to dry. The speedbrake wells are disappointing as they look quite 'clunky' and the fits do need some work. The long under-fuselage insert was test fitted and for some off reason it tended to twist to one side! This was remedied, to an extent, by some scraping of the offending edges, until a better fit was achieved. This part was glued into place carefully, making sure that the rear part aligned as well as possible with the rest of the fuselage. The insert by the nose-

wheel well was test fitted, and found to be pretty bad as it was too small to fill its intended location. This was a shame as it has some nice detail moulded into it, but this was all lost after some Tamiya filler and subsequent sanding.

THE WING

The wing halves have the crispest surface detail of the entire kit, and are well moulded. The upper and lower halves went together well but sanding proved a little tricky, partially as the contours of the wing simply aren't right when compared to photos of the real aircraft. The slope to the leading-edge is too pronounced, going down too far and mak-

ing this area look incorrect (they should be sharper and thinner). The trailing-edges on the other hand are flat, not a clean sharp point. The most inaccurate part of the wing is the leading-edge as a

whole. When viewed from the front, it is not straight as it should be when compared to photos, it dips down very noticeably to about mid-wing then goes up again to the tip! The wing itself also has a very distinct ridge in the undersurface (parallel to the leading-edge) that affects the contours of the leading-edge. Thus it is just about impossible to eliminate without much sanding, reshaping and of course

STAGE BY STAGE - THE COMPLETED MODEL

As you will tell from the accompanying text, the canopies were one of the big failings in this kit



Look out for those upper wing walkway decals, the text is part of the lines, so it all needs to be applied together





rescribing... Even if you could, the fuselage is contoured to fit the wing, so making corrections would throw everything else out as well! Before actually gluing the wing, there are inserts both to the front and rear, with the rear ones having been fitted with the speedbrake wells earlier. The dilemma here is that those two inserts and the wing and fuselage need to match up pretty much perfectly for a good looking model. Eventually I decided on gluing the front and rear inserts to the wing, then the wing to fuselage. Some honing with a needle file was needed to get the inserts

to fit, and they fit very well shape-wise, but both the wing and front insert slope in a bit toward the joint line and this results in a dip. This dip ideally should be filled, sanded and rescribed, but I chose to wait to see what it looked like later when primed. Although this 'dip' is technically incorrect, I decided to test-fit the wing (with inserts attached) to the fuselage, and the fit was generally good although a little cleaning up is needed here and there around the front joint. Once the wing and inserts are glued in place a little filler is needed, followed by some sanding and rescribing.

AIR INTAKES

The intakes are one of the worst parts of the kit. They consist of an outside almost semi-circular piece, and an inside piece which contains a part of the duct, complete with a shock cone and a blanking plate, all in one. The fit of these two parts is fairly woeful and filler is needed to smooth the outside joins, while the inside piece does not represent a smooth intake duct, as it is far too shallow. I would advise those wanting a more accurate model to use these as a basis for making new ones with a cleaner (i.e. smoother) duct. Contrary to the instructions, it is possible to make

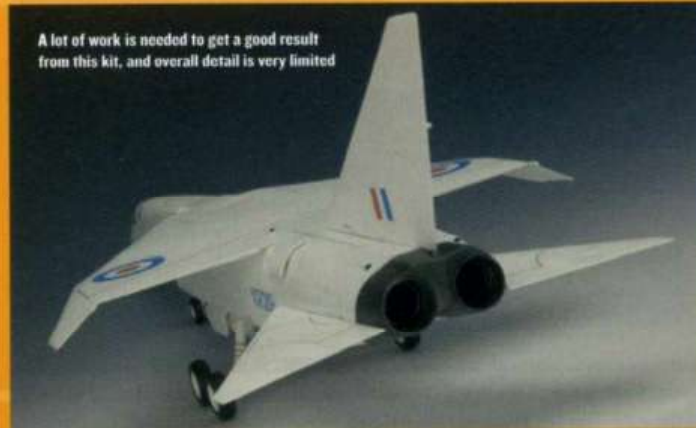
the intakes up then install them, and here the fit wasn't too great either and so more filler and sanding was needed (I can see a pattern emerging here!).

AIRFRAME, PART 2!

The tailplanes and vertical tail are held in place by little plastic 'O' rings, which don't look up to the job, so I chose to omit fitting these flying surfaces until later as this would also aid applying the final colour scheme. The jet pipes, which curiously float around in the box, as they are moulded at 90° to all the other parts and the sprue and thus always break off in transit (!),



The vertical fin and tailplanes are supposed to plug into plastic caps, but these are ineffective, so Nick glued the tailplanes and only the fin can be removed



A lot of work is needed to get a good result from this kit, and overall detail is very limited

PHOTO ALBUM - TSR.2

All photos © Glenn Sands
Unless stated otherwise

This selection of images shows the TSR.2, XR222, owned by the Imperial War Museum. This aircraft recently underwent restoration for display in the new Air Space Museum soon to open at Duxford and Glenn photographed it during the official roll-out ceremony on the 16th December 2005



Close-up of one of the mainwheels



The nosewheel assembly and tyres



Viewed directly from behind here you can see the exhaust cans projecting slightly aft of the unpainted tail cone and the connection between the engines for the braking chute



A close look into the starboard intake. The little spacers at the bottom and top connecting it to the fuselage side and the way the shock cone slots into the inner element resulting in a gap are all very helpful



A useful view up under the inboard flaps of the starboard wing, for any of you intending to drop these on the Airfix kit!



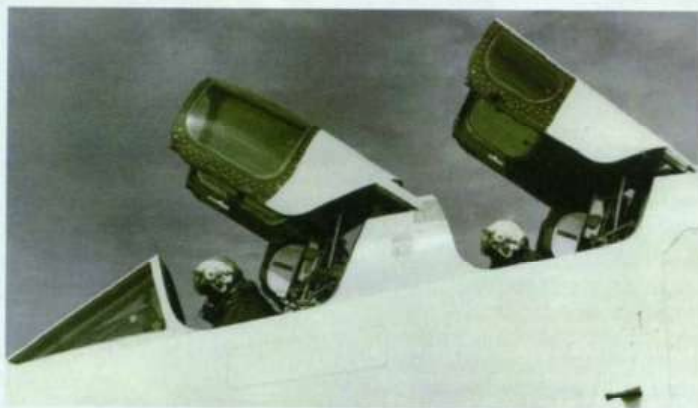
The main undercarriage bogie and wheels viewed from the outboard



It is difficult to see on a white airframe, but you can see the profile of the underside of the wing. This is a point that the Airfix kit seems to have got wrong



An unusual view underneath and looking backwards. The various access panels, gear and bomb bay doors are all visible as are the two little vent pipes forward, and either side of the undercarriage bays



This period shot of the TSR.2 while being test flown . Note the profusion of screw heads visible on the black canopy surround, the bare-metal areas by the canopy hinges and the venturi tube on this side of the fuselage. The windscreen also seems to be tinted in the same way as the canopy sections



A period image of the instrument panel and side consoles in the front cockpit (©BAC)



Inboard view of the main undercarriage bogie



A similar period shot of the rear cockpit area (©BAC)



The intake viewed from the starboard side. The stressed skinning is nicely high-lighted in the early morning sun, as are the two intake bleed doors. You can also get a feeling for the correct profile of the wing and its leading-edge from this shot



The top of the nosewheel oleo and associated linkage viewed from the back, looking forward

STEP BY STEP GUIDE - ASSEMBLY AND MASKING

...while the leading edges are incorrect in that the 'flare' seen here should not be present. Unfortunately this is difficult at the very least to correct



The fit of the intakes to the fuselage could be better as some filling and sanding is needed to blend them in



The rear of the fuselage has an insert, into which go the exhaust pipes...



After cementing the clear parts in place, some wet 'n' dry (starting with I20 grit!) was needed to sand them to better fit the fuselage



Once sanded and polished with Micromesh, they were sprayed Tamiya Clear Orange. I think, after looking at some photographic references, that the windscreen should be left clear and untinted



After spraying the frames black then Alclad Dark Aluminium, the window frames were further masked off, exposing only the windscreen to the white paint for the overall scheme

have crude engine fan discs to blank them off. They fit very tightly into the tailpiece, so take care. I sprayed the jet pipes with Alclad 'Jet Exhaust' and fitted it into the fuselage. It fitted reasonably well but some filler and sanding was needed, which was followed by yet more rescribing. I decided to add the bomb in the bomb bay, primarily as it was simpler. The fuel cell insert needed some trimming as it was a very tight fit but after painting nothing can be seen of it anyway once the model is sitting on its undercarriage? The other main problem when taking this route is that the bomb itself is oversimplified and the bomb bay has absolutely no detail at all.

CLEAR PARTS...

With the airframe almost complete, now seemed a good time to test-fit the canopies and windscreen, seeing as I'd decided earlier to close them up. On test fitting the clear parts, it was here that the air really turned blue with unprint-

able expletives! The windscreen seemed the best fitting of the three parts, but the other two canopies were half their plastic thicknesses wider than the fuselage, and were too thick to bend to shape. This, to me, was simply not good enough, but I struggled on and decided to attach the windscreen first with the pilot's canopy held in place by Tamiya tape. At this point I noticed that the coaming is just too wide to allow the proper fit of the windscreen, so it was scraped until it was a bit narrower, then repainted and refitted. The windscreen was fitted using Formula Pacer 560, which gives a very good bond for a PVA, but it did run up inside the windscreen a tad, although thankfully it looked like the framing would cover this little problem. I had to accept that the only way forward that would allow me to close the canopies was to sand them to shape! I had never had to resort to this measure before, but I began with I20 grit paper, such was the overlap of the clear

plastic! I then used progressively finer grades, coming down to Micro-Mesh grades and ending up using I2,000. Just to add insult to injury, a few flecks of dust had settled inside the canopies where I could not get at them...oh well, after all that I wasn't taking them off again! The instructions state that the canopies are clear orange (Humbrol I322), but I decided to airbrush them with Tamiya X26 Clear Orange. In some photos of the real aircraft it looks like the windscreen was kept clear so I may have made an error here? Judging from photos of the real aircraft, I masked the 'windows' off on all three canopy sections, then sprayed the area black to give the interior colour. More masking was then applied to protect the soon-to-be-white windscreen, and the rear two canopies were sprayed Alclad 'Steel'. These were then masked off so that they wouldn't be sprayed white, while the second layer of masking was carefully removed from the windscreen.

AIRFRAME. PART 3!

The undercarriage parts are well moulded, although I did feel that the undercarriage leg assemblies were simplified and some finer detail would have been nice. The same applies to the wheels. The nose undercarriage leg is somewhat disappointingly simplified, but I assembled the three undercarriage units (without wheels) and sprayed them Halfords Appliance White to look the same as the rest of the model (See below). Some photographs show these legs to be grey, either completely or in certain areas, so you make your own

STAGE BY STAGE - THE COMPLETED MODEL



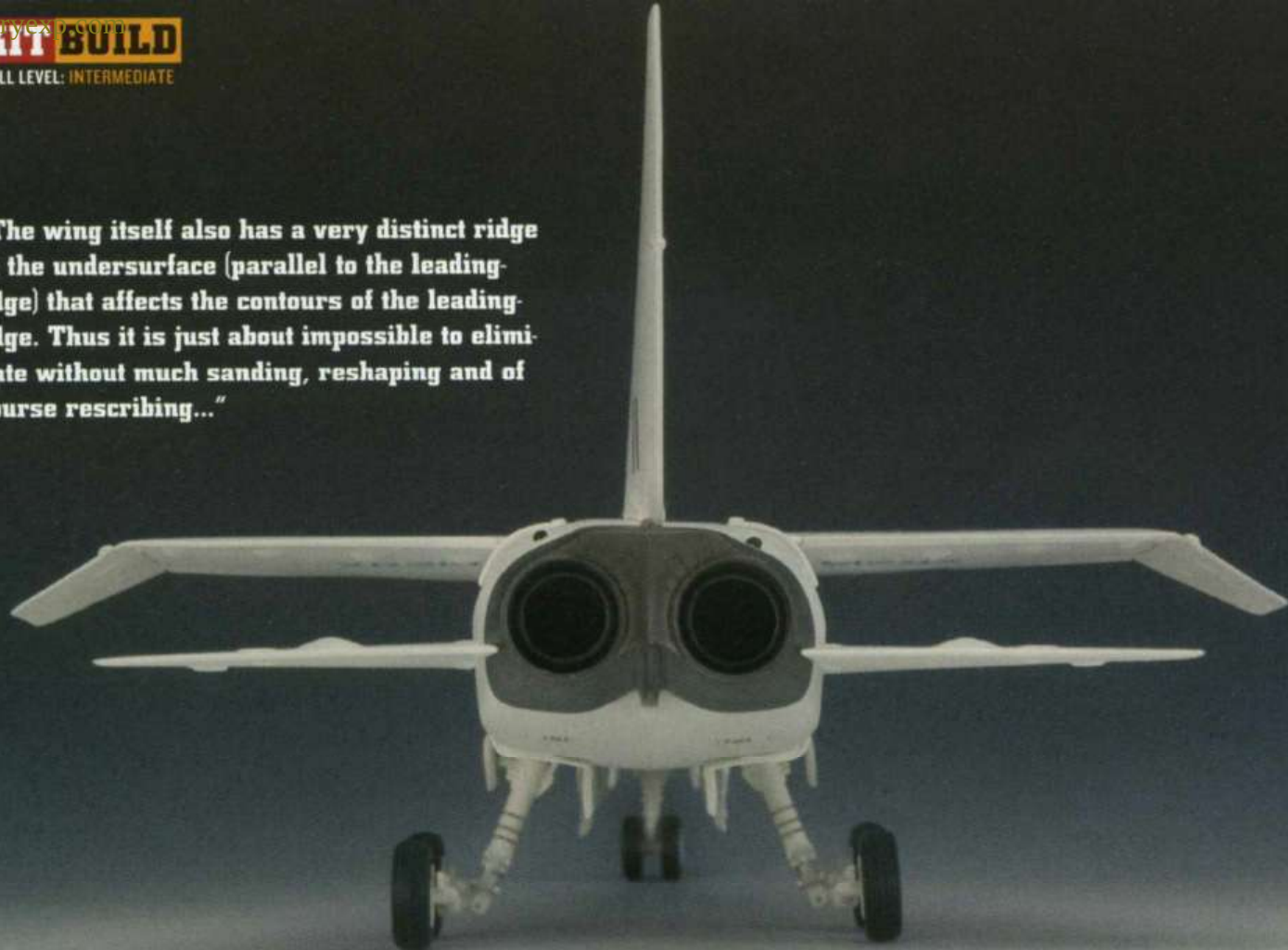
...but the fit of this insert necessitated more filler



An overall view of the model , still with the masking in place, once the decals had been applied



"The wing itself also has a very distinct ridge in the undersurface (parallel to the leading-edge) that affects the contours of the leading-edge. Thus it is just about impossible to eliminate without much sanding, reshaping and of course rescribing..."



mind up what colour(s) to use. Once the wheels were sprayed white, the tyres were picked out in a very dark grey. The array of undercarriage and bomb bay doors were all sprayed the same white at this time.

WHITE, WHITE...OR WHITE!

The model was given a coat of Grey Plastic Primer, which helps to get a 'dirty' look to the model, and also allows the white to cover more evenly. The aircraft is (fairly unforgiving) overall white, but there are many different kinds of white, especially when looking at the Halfords range of automotive colours. After looking at a number of contemporary photos, I decided to go for Appliance White, which is fairly pure. Of course the choice is up to the modeller. Three light coats were applied, with various grades of Micromesh used

to sand it smooth between coats, until a nice even coverage was obtained, and then the tail area was masked off and sprayed Alclad 'Steel' then 'Dark Aluminium'. Once everything was dry, the decals went on with little fuss, but care is needed with the walkway lines as it was here that I found that decals 71 and 72, instead of containing just the 'no walk' text, also contained some of the stencil lines. Unfortunately I did not notice this until later, and so the decals on my example in this region are incorrect. To ensure you don't fall into the trap, apply decals 71 and 72 at the same time as you do the rest of the walkway lines. Personally I thought the blue was a touch dark so made a mental note to finish the model in a semi-gloss varnish tinted with white to tone these down. Once the decals had dried and any excess setting solutions had been wiped off. The

whitened varnish (see above) was then applied to the whole model, and only then was the canopy masking nervously removed...thankfully it looked okay!

The undercarriage units, landing gear and bomb bay doors were attached and the vertical tail and tailplanes were held in position by careful application of superglue. Finally the pitot tube was added to the nose cone, and the model was complete.

CONCLUSIONS

Although I realise that my model is not a perfect replica as I had made a few errors, this was one of those models that felt like it put up a fight. The amount of filler needed, and seemingly 1970's mouldings in places, just did not seem good enough when compared to other manufacturers' 1:72 kits. Taking plenty of time to ascertain the fit is

essential and, to be fair, any modeller with a modicum of ability can make it, but it is a significant challenge to build and still make it look good in the end. There is no doubt that it definitely looks the part despite its inaccuracies, but an easy model to make it isn't. The intakes and canopies in particular were very poor, and I can only hope that this is a limited problem.

There are also some accuracy (especially the wings) and detail issues, which leaves an opening for the aftermarket boys.

Please Airfix, many modellers of my age (let's just say in their 30s!) have fond memories of your past kits, but today are not content with 'retro' kits, especially when other manufacturers are offering state-of-the-art kits in the same price range... please just go that little bit extra with your next release. ■



FINAL VERDICT

■ At £16.99 this kit is not expensive, and you get a nice big model that looks the part. It is a far cry from a 'shake the box' kit though.

Was it worth the money?

■ Tough one...yes, but only if you really want a TSR.2 in your collection...I did!



PAINT CHIPPING

WRITTEN BY JEROEN VEEN
FROM THE NETHERLANDS

Applying realistic paint chips to your model is a necessity nowadays and although the technique is difficult to perfect it is quite a simple process, and here is how best to approach it.

Although aircraft are generally well preserved by their ground crews, they are still subjected to all kinds of wear and tear. The 'clean' impression you may have when looking at an aircraft from a distance can turn out a hoax when you move closer. Scratches made by pilots who literally jump into their planes during a scramble, dirty boots or maintenance tools from mechanics, repetitive use of grab handles and hatches, sand and mud splattering against the underside of the wings; events such as these leave their scars and marks on the plane. Sometimes all that beating up only leads to some discolouration of the top layer of the paint. But a number of areas are exposed to rough treatment time and time again, up until the point that the underlying material is completely exposed.

The wear and tear we are aiming at here is called 'chipping'. Basically this refers to places on the airframe where the paint has been chipped off. Imitating this effect can contribute tremendously to the credibility of your model. WWII or modern, the effect applies to aircraft of any era. And it really isn't that hard to do. Just remember a few simple rules. And of course, practice, and develop your own style. I am not writing the ultimate guide here, I am just trying to get you on track with some basic techniques.

WHERE?

First of all let's have a quick look at where you can apply chipping effects. It can be done in and around a lot of different areas. Imagine for example the cockpit floor, rudder pedals and side panels, possibly even areas on the instrument panel? Think of all the access hatches, around the engine, the 'steps' used for getting onto the machine, for maintenance purposes, the ones that cover all kinds of compartments and the machine gun bay hatches. But don't forget the wing roots where pilots and mechanics often walk, the underside of the wing in the wheel bay area, and so on. Just look through your reference books, on the Internet or in magazines. No doubt you will come up with a lot of pictures that direct you towards where the chips would actually occur.

WHAT?

Colour choice is another thing you need to take into consideration. I basically use two different combinations of colour mixes. The first one consists of Humbrol II (Silver), toned down with raw umber or burnt sienna oil paint – pure silver will look much too bright on a weathered model. The second mixture I use is a lighter or darker version of the base colour. Basically, this second mixture you can use anywhere, as it imitates superficial scars and scratches on the surface. The first mixture you can only use when

you know that the material of which the aircraft is built is indeed a certain metal. There's a lesson here. Make sure you know something of the structure of the subject you are building. The de Havilland Mosquito for example is mostly built of wood, the wings on many WWII Russian aircraft are also wood, as is the whole rear fuselage of the Il-2, so metal-coloured chips are not the correct thing to do in these instances, although I can assure you that you will not be the first one who makes this mistake – yes, I admit it...! So when you want to keep on the safe side, use the second mixture. One last thing, whatever mixture you choose, make sure that you do not paint all the chipping in the same tone. Vary the colours a bit. That will leave the

impression that the chips occurred over a long period of time, with older marks needing to be darker than the more recent ones.

HOW?

Is chipping difficult to execute? Not at all, but it takes a bit of practice and patience. Assuming that you now know where you want your paint chips to be and have decided on the colours it is time to prepare your paint mix. Make sure that it is thin enough to leave your brush easily, but avoid it flooding onto the surface of the model. You are aiming for very sharp borders between the base coat already on your model and the chips. Take a fine pointed brush (a #1 or #0 brush will do just fine), fill it





with paint and now create scratches and chips by making very small, short movements with the brush, touching the surface very lightly. It's almost as if you are painting with a case of the shakes! Continue until you think it is enough, but remember that overdoing it is very easy. You will soon get the hang of it. Of course you can simulate large areas of removed paint, but in that case make sure that you always paint some small scratches on the borders. By doing so you will make the effect more realistic, and not just make it seem as if you tore the paint off with masking tape in error!

Paint chips are applied during the last stages of the weathering process and it is a good way of breaking up the monotony of the base colours. You can use it to emphasize the way the plane is used by its pilots and crew and you can make certain panels stand out. Think for example of the panels that cover the ammo compartments in the wings of a P-51 Mustang. You are telling your viewer something about that area of the wing by weathering these panels heavier than the surrounding ones. And do not hesitate to paint scratches and chips over the decals as in reality the markings on an aircraft were painted on so they suffer the same level of wear and tear as well.

Remember that there are lots of different ways to achieve a paint chip effect and some are more effective than others. In the end it doesn't mat-

ter whether the technique you use is old or new, as long as it looks credible and is pleasing to the eye. The most important thing is that you feel comfortable with the technique you use, because only that will yield good results. So experiment, do not feel upset when it doesn't quite work on your first attempt and work towards your own style. Hopefully, this article will get you started! ■

MOST IMPORTANT RULES

- Use a fine pointed brush and paint with mixtures of silver with raw umber and burnt sienna oil paint and lighter or darker variants of the base colour.
- Make sure that you are well informed about the materials the aircraft is made of. Silver chipping on a wooden surface is wrong, so go for other colour combinations in these instances (lighter and darker versions of the base colour).
- Make sure that you know where the chipping should be. Determine areas that are subject to wear and tear from period photographs and select areas you want to stand out.
- Make sure that the paint is fluid, but not too thin. Start by applying little scratches in areas you want them, and make them bigger when you feel confident. You are aiming for sharp, flaky borders between the base coat and chip colour.
- Paint smaller scratches around the borders of bigger ones to graduate the effect.



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

News - Just Released

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

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
Academy	1:72	12406	IM	Curtiss SBC-4 Helldiver	£10.99	NT
Airfix	1:72	03067	IM	Britten-Norman Islander	£6.99	RE
Airfix	1:72	05034	IM	Lockheed Hudson	£10.99	RE
Airfix	1:72	08678	IM	Spitfire 70th Anniversary Set	£19.99	RE
AML	1:72	7218	IM/R/PE	Dassault Mirage IIICJ Reconnaissance	£12.70	NT
AML	1:72	72031	IM/R/PE	Fiat G.50bis AS 'Freccia'	£12.50	RT
Anigrand Craftworks	1:72	2055	R/PE	Douglas XF5D-1 Skylancer	£38.70	NT
Anigrand Craftworks	1:72	2056	R/PE	McDonnell XP-67 Moonbat	£38.70	NT
Anigrand Craftworks	1:72	2057	R/PE	Republic XF-12 Rainbow	£79.40	NT
Attack	1:44	14408	IM	Sukhoi Su-7B	£5.80	NT
Azur	1:32	A045	IM/R/PE	Curtiss Hawk H-75A-1/3 'In French Service'	£63.50	RE Ex-Special Hobby
Classic Airframes	1:48	4126	IM/R	English Electric Canberra B.2 'RAF & USAF'	£39.95	NT
Classic Airframes	1:48	4127	IM/R	English Electric Canberra B2 'Export'	£39.95	NT
CMR	1:72	143	R	Hawker-Siddeley Buccaneer S.2	£57.99	NT
Dragon	1:48	5522	IM/PE	Focke-Wulf Ta 154A-0 Nachtjäger '3 in 1'	£25.99	RT
F-Rsin	1:144	14042	R	Convair 880 'TWA'	£37.50	NT
Glencoe	1:32	5201	IM	McDonnell XV-1 Convertiplane	£12.99	RE Ex-ITC
Hasegawa	1:72	00793	IM	Grumman F-14A Tomcat 'VF-1 Wolfpack'	£18.99	RE
Hasegawa	1:72	00795	IM	Boeing B-17G Flying Fortress '10F'	£16.99	RE
Hasegawa	1:72	00796	IM	McD F-4B Phantom II 'VF-14 Top Hatters'	£16.99	RE
Hasegawa	1:72	00797	IM	Kugisho PIYI Ginga '762nd Flying Group'	£17.99	RE
Hasegawa	1:72	00798	IM	McD F-4C/D Phantom II 'MiG Eater'	£16.99	RE
Hasegawa	1:72	00799	IM	Boeing/McD F/A-18F Super Hornet 'Lo-Viz'	£14.99	RE
Hasegawa	1:48	09659	IM	Curtiss P-40K Warhawk 'CBI Campaign'	£16.99	RE
Hasegawa	1:48	09665	IM	McD F-4F Phantom II 'JG73 Special'	£25.99	RE
Hasegawa	1:48	09666	IM	Chance-Vought F4U-5 'Aviacion Naval Argentina'	£16.99	RE
Hasegawa	1:48	09667	IM	Mitsubishi J2M3 Raiden (Jack) Type 21 302 Sqn	£16.99	RE
Hasegawa	1:48	09669	IM	Arado Ar 234B-2 'Kommando Sperling'	£21.99	RE
Hasegawa	1:48	09670	IM	Kawasaki Ki 61-I Koh '68th Flight Regiment'	£16.99	RE
Hasegawa	1:48	09671	IM	Messerschmitt Bf 109E-4 'Wicks'	£16.99	RE
Hasegawa	1:48	09673	IM	Junkers Ju 87R-2 Stuka 'StG2 Immelmann'	£17.99	RE
Hasegawa	1:48	09674	IM	Lockheed F-104G Starfighter	£17.99	RE
Hasegawa	1:48	09675	IM	Grumman F6F-5Hellcat 'Reserve'	£17.99	RE
Hasegawa	1:48	09677	IM	Grumman F-14B Tomcat 'VF-103 Last Flight'	£32.99	RE
Hasegawa	1:32	08161	IM	Canadair Sabre Mk 6 'Black Tulip'	£25.99	RT
Hasegawa	1:32	08162	IM	Focke Wulf Fw 190A-6 'Checker Nose'	£25.99	RT
High Planes Models	1:144	14401	IM	Martin RB-57D	£29.99	RE Ex-OzMods
HR Models	1:72	7350	R/PE	Bristol Bulldog Mk IV with skis 'Finnish'	£17.60	NT
HR Models	1:48	4817	R/PE	Hansa-Brandenburg C.I Series 26	£31.75	NT
HR Models	1:48	4820	R/PE	Aero A.14 'Czech'	£34.50	NT
HR Models	1:48	4821	R/PE	Hansa-Brandenburg C.I Ufag	£34.50	NT
Italeri	1:48	2648	IM	Panavia Tornado IDS	£12.50	RE
Italeri	1:48	2649	IM	MiG-23MF Flogger	£12.50	RE Ex-Esci
Italeri	1:48	2656	IM	Douglas A-20B/Boston III	£16.99	RE Ex-AMT
Karaya	1:48	48002	R/PE	Airco D.H.5	£33.50	NT
Kopro	1:72	4142	IM	Sukhoi Su-12	£7.99	RE Ex-MSV
Magna Models	1:72	8372	R/WM/VF	Folland 43/37 (Napier Sabre)	£24.50	RT
Revell	1:72	04363	IM	F-16A Dutch/Belgium Air Force Anniversary	£7.99	RE
Revell	1:72	04391	IM	Supermarine Walrus Mk I	£3.49	RE Ex-Matchbox
Revell	1:72	04486	IM	Eurocopter EC-145 Rescue Version	£6.99	RE
Revell	1:72	04491	IM	Sikorsky MH-53J Pave Low	£13.99	RE Ex-Italeri
Revell	1:48	05244	IM	Ryan NYP 'Spirit of St Louis'	¥2600	NT
Roden	1:72	055	IM	Zeppelin Staaken R.VI (Schul 27/16)	£49.99	NT
RVHP	1:72	72149	R/PE	Fairchild Metro III ASW 'Barbados Air Guard'	£45.99	NT
RVHP	1:72	72151	R/PE	Fairchild Metro IV 'Regional Express REX'	£45.99	RT
Sram	1:144	045	R/PE	SIA-7B	£13.85	NT
Tamiya	1:48	61097	IM	Heinkel He 162A-2 Salamander	¥2500	NT
Trumpeter	1:32	02239	IM/PE	MiG-29K	£59.99	RT
Trumpeter	1:32	02245	IM	LTV A-7D Corsair II 'USAF'	£59.99	RT



Airfix #03067 Britten-Norman Islander



Azur #A045 Curtiss H-75A-1/3



Classic Airframes #4127 E.E. Canberra



Hasegawa #00797 PIYI Ginga



Hasegawa #08162 Fw 190A-6



Italeri #2656 Douglas A-20B



Maquette #03107 I-185



Revell #04391 Supermarine Walrus Mk I

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

News - Future Releases

Listed below are some of the new releases and reissues due in the next couple of months both in the UK and elsewhere in the world, plus a few projected releases for 2006 that we did not include in our lists in the last two editions. For up-to-date news on all the latest releases visit our website at www.modelairplaneinternational.com.

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
Academy	1:48	I2209	IM	Sikorsky CH-53E Super Sea Stallion 'USMC'	¥8600	NT
Azur	1:48	A057	IM/R/PE	Potez 630	£TBA	NT June 2006
Azur	1:48	A058	IM/R/PE	Potez 631	£TBA	NT June 2006
Azur	1:48	A051	IM/R/PE	Loire I30M	£TBA	NT July 2006
Dragon	1:72	5028	IM	Kawasaki Ki-61 Type 3 Hien '3 in 1'	¥2500	RE
Dragon	1:48	5537	IM/PE	Focke-Wulf Fw190G-3	\$29.98	RE
Fine Molds	1:72	FL-11	IM	Messerschmitt Bf 109G-10	¥2200	RT
Fine Molds	1:72	FL-12	IM	Messerschmitt Bf 109K-4	¥2200	RT
Fine Molds	1:48	FB-13	IM	Kawasaki Type 95 Fighter Model II Ki-10	¥2800	NT
Fine Molds	1:48	FB-14	IM	Kawasaki Type 95 Fighter Model II Kato Ki-10	¥2800	NT
Gran	1:72	7204	IM	MiG-15bis	£7.00	NT
Hasegawa	1:72	00802	IM	MiG-29 Fulcrum 'New Strizhi'	¥	RE
Hasegawa	1:72	00804	IM	Douglas A-1H '83rd Special Operations Group'	¥	RE
Hasegawa	1:72	00805	IM	F-14D Tomcat 'VF-101 Grim Reapers'	¥	RE
Hasegawa	1:72	AP15	IM	Mitsubishi A6M3 Type 22 Zero	¥1200	RE Japan only
Hasegawa	1:72	AP16	IM	Mitsubishi A6M3 Type 32 Zero	¥1200	RE Japan only
Hasegawa	1:72	V5	IM	F-16B	¥1500	RE Japan only
Hasegawa	1:72	V6	IM	F-16D	¥1500	RE Japan only
Hasegawa	1:48	09686	IM	Aichi D3A1 Type 99 (Val) Model II 'Pearl Harbor'	¥	RE
Hasegawa	1:48	09687	IM	F-14B Tomcat 'VF-11 Red Rippers'	¥	RE
Hasegawa	1:48	PT40	IM	Lockheed TF-104G Starfighter	¥	RT
Hasegawa	1:32	08166	IM	Grumman F6F-3/5 Hellcat 'Minsi'	¥	RE
Maquette	1:72	03107	IM	Polikarpov I-185	£4.75	Ex-Modelist
Maquette	1:72	7208	IM	MiG-3	£4.75	RE
MPM	1:48	48058	IM/R/PE	Heinkel He 177 'Greif'	£54.60	NT
Omega Models	1:48	48026	R/PE	Mosca Bistrisky MB Two-seat with skis 'Russia'	£43.75	RT
Planet Models	1:72	I42	R/VF	Loire-Nieuport LN.42	\$51.00	NT
Planet Models	1:72	I43	R/VF	Republic XF-91 Thunderceptor 'Radar Version'	£TBA	RT
Planet Models	1:72	I73	R/VF	Focke-Wulf Fw 190D-II	\$45.00	NT
Planet Models	1:48	I00	R	Letov S.231	£TBA	NT
Planet Models	1:48	I79	R/VF	Koolhoven FK 58C.I with Hispano Suiza engine	£TBA	NT
Planet Models	1:48	I81	R	Letov S.528	£TBA	NT
Revell	1:144	04030	IM	Panavia Tornado IDS	£TBA	RE
Revell	1:144	04048	IM	Panavia Tornado ECR	£TBA	RE
Revell	1:72	04638	IM	Lockheed P-3C Orion	£TBA	RE
Revell	1:48	04526	IM	Republic F-84F	£TBA	RE Ex-Monogram
Revell	1:48	04562	IM	Candair Sabre Mk 6	£TBA	RE Ex-Hasegawa
Roden	1:48	412	IM	Royal Aircraft Factory B.E.12b	£TBA	NT
Roden	1:48	428	IM	Bristol F.2b with Sunbeam Arab engine	£TBA	RT
Special Hobby	1:72	72121	IM/R/PE	Hawker Sea Fury T Mk 61 'Bagdad Trainer Fury'	£TBA	RT
Special Hobby	1:72	72113	IM/R/PE	Fokker D.XXI Sarja 4 'Wing Slot Less'	£TBA	RT
Special Hobby	1:72	72118	IM/R/PE	Messerschmitt Me 263 V1 'German Rocket Fighter'	£TBA	NT
Special Hobby	1:72	72119	IM/R/PE	Lloyd C.V Serie 46	£TBA	NT
Sweet	1:144	I4113	IM	Messerschmitt Bf 109F-4 'Winter Version'	¥950	RT
Sword	1:72	7221	IM/R/VF	Grumman F8F-1/2 Bearcat	£16.00	RE
Sword	1:72	7222	IM/R/PE	Grumman F8F 'Foreign Bearcat'	£16.00	RE
Trumpeter	1:35	05105	IM	Boeing-Vertol CH-47D Chinook 'Gulf War'	¥12800	RT
Trumpeter	1:32	02249	IM	Grumman A-6A Intruder	¥12000	NT
Trumpeter	1:32	02241	IM	Douglas SBD-1/SBD-2 Dauntless	¥12800	NT
Zvezda	1:144	7001	IM	Ilyushin Il-86	£TBA	NT



Academy #12209 CH-53E Super Stallion



Dragon #5028 Ki-61 '3 in 1'



Hasegawa #00804 A-1H '83rd SO Group'



Hasegawa #PT40 TF-104G Starfighter



Planet #143 XF-91 Thunderceptor



Planet #100 Letov S.231



Revell #04526 Republic F-84F



Sweet #14113 Messerschmitt Bf 109F-4 'Winter Version'



Special Hobby #SH72113 Fokker D.XXI 'Wing Slot Less'



Special Hobby #SH72118 Messerschmitt Me 263 V1



Roden #055 Zeppelin Staaken R.U.I.

new releases - kits

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

Tupolev Tu-160 'Blackjack'

Scale 1:72 / Trumpeter, China / Materials: IM, PE, RB / Kit No.: 01620 / Availability: Pocketbond Ltd (UK Importer) and Trumpeter stockists worldwide /

Price Guide: £69.99

+ This is a big product in more ways than one, so let's do this in a simple list format!

- 611 (grey) plastic and 10 clear plastic parts.
- 4 metal components to strengthen the main undercarriage.
- 18 photo-etched parts for the instrument panels, ejection seat handles and flap linkage.
- 4 images on an acetate film for the instrument panel.
- 12 Kh-55 subsonic cruise missiles for the two rotary units in the fore and aft bomb bays plus the option for two Kh-55SM versions to go in if you so choose.
- Decal options - 'Red 06' and 'Red 02' of the Russian Air Force; the former in the current Russian national markings and the latter in the old red stars of the Soviet Union. All colours quoted are x-ref to the Mr Color range.
- Note - Fuselage is split in half just aft of the cockpit. Crew access doorway is in the nosewheel bay but there is no access ladder included in the kit. Leading-edge slats and trailing-edge flaps are all separate items with all associated linkage supplied in plastic, not photo-etched. Wing pivot arm secured in position with a plastic pin, no screws. All tyres are rubber. Optional parts allow for fully open or fully swept wings.

Verdict: This is a one big model and with 600+ parts it is also a complex one. Once built it is 75cm long and has a span of 77cm, so it is BIG. The breakdown of the fuselage may cause some joint problems and seams to eradicate, but we are pretty confident that this one is going to build into a real stunner!



Dimensions

Span - (20° Sweep) 55.7m,
(65° Sweep) 35.6m
Length - 54.1m
Height - 13.2m

Dimensions 1:72

Span - (20° Sweep)
773.6mm, (65° Sweep)
494.4mm
Length - 751.4mm
Height - 183.3mm

References

OKB Tupolev by Y. Gordon &
V. Rigmant (Ian Allan 2005
ISBN: 1-85780-214-4)

Fiat CR.32 'Regia Aeronautica'

Scale 1:48 / Classic Airframes, USA / Materials: IM, R, PE / Kit No.: 4108 / Availability: Hannants (UK Importer) and Classic Airframes stockists worldwide /

Price Guide: £29.95

+ Classic first did the CR.32 back in 1998 (#414), but this is not a reissue of that kit, this is a totally new tooling. It is made up of thirty-one plastic, 18 resin and 32 photo-etched parts. The plastic and resin is produced in the Czech Republic and Eduard does the photo-etched, so one of the two frets is pre-painted. The very complex nature of the cowlings on the CR.32 does not lend itself to limited-run injection, so in this kit the entire nose is cast in resin. Also in resin are the tail-planes with separate elevators and most of the cockpit interior elements. Those parts not in resin for the interior are supplied as photo-etched. Decal options are included for seven machines: the personal aircraft of Amedeo II Di Savoia, Duca Delle Puglie E III Duca D'Aosta; '167-7' flown by Col. Pietro Molino the CO of 50° Stormo Assalto based in Tobruk in August 1940; '410-8' of 410° Squadriglia Autonoma CT based at Dire Daua in June 1940; '410-9' of 410° Squadriglia Autonoma CT based at Addis Ababa in April 1941; '160-10', flown by Capt. Duilio Fanali the CO of 160° Squadriglia, 12° Gruppo, 50° Stormo Assalto based in Tobruk in July 1940; the personal aircraft of Col. Grandinette the CO of 4° Stormo; '93-1' of 93° Squadriglia based at Castel Benito in 1939. Options 2, 3, 4, 5 & 7 are in the three-tone mottle camouflage scheme, while option 1 is aluminium overall and option 6 is in a three-tone camouflage pattern over light blue-grey. One thing we did note about this kit was that the photo-etched was rattling round loose in the box. We are aware that the packaging of these kits is done once all the various elements arrive, but with the injected and resin bits all bagged together the photo-etched runs the risk of being crunched up and ruined as that bag moves around in the box. A little snap-lock bag to hold the frets would prevent that happening.

Verdict: Classic Airframes kits are vastly superior nowadays to those they originally produced and the quality of the plastic and resin is the same as that you will see in MPM products. So if you like the subject, scale and medium, this is about the only way you are going to get a respectable kit of the CR.32 in this scale. Our thanks to Hannants for supplying the review sample.

Dimensions

Span - 31ft 2 1/4in (9.50m)
Length - 24ft 6in (7.47m)
Height - 7ft 9in (2.36m)

Dimensions 1:48

Span - 197.9mm
Length - 155.6mm
Height - 49.2mm

References

Fiat CR.32, Ali d'Italia No.4 by G. Apostolo (La Bancarella Aeronautica, 1996)
Fiat CR.32, Italian Wings (CD-Rom 1999)
Fiat CR.32 by G. Cattaneo, Profile No.22 (Profile Publications 1965)
Fiat CR.32/CR.42 In Action No.172, by G. Punka (Squadron/Signal Publications 2000)
Regia Aeronautica Vol.I by C. Shores (Squadron/Signal Publications)
Replic No.84 (August 1998)





Czech
Model

Curtiss

S03C Seamew

US Navy Floatplane

1:48 Scale



Curtiss S03C Seamew

Scale 1:48 / Czech Model, USA / Materials: IM, R /
Kit No.: 4817 / Availability: Pocketbond (UK Importer)
and Czech Model stockists worldwide / Price Guide:
£39.95

As far as we are aware, this is the first time this subject has been done in this scale in injected plastic. A resin version was done a few years back as part of the resin range then offered by Classic Airframes, but we are not aware of any others. The S03C was a dismal failure, in no small part due to the lack of performance of the Ranger engine. The type was used by the USN in three versions (S03C-1, C-2 & C-3) and the Royal Navy ordered 250 of the C-2s where they were known as 'Sea Cows'. The type suffered from problems throughout its short career and was withdrawn from service in 1944. Most of those in the UK were used as target tugs. The kit itself is typical of the type of kit we have seen from the Czech Republic (MPM, Special Hobby etc). Everything is well moulded with fine recessed panel lines and all of the cockpit interior and the Ranger XV-770 engine and bulkhead are cast in resin. The canopies are injected, but the makers don't offer any option to open them. The kit is made up of twenty-eight plas-

- Injection Molded
- Limited Run
- Injection Molded Canopies
- Decals For 2 Aircraft
- Resin Parts By True Details
- Detailed Cockpits
- Engine

tic, two clear plastic and thirteen resin components. Decal options for just two machines are included, an S03C-2, BuNo.4857 on USS Denver in 1943 and S03C-3 'War Junk' on USS Biloxi in 1944. The first option is Non-specular Blue Grey over Non-specular Light Grey, and the other is Sea Blue and Non-specular Intermediate Blue over Non-specular Insignia white.

Verdict: The subject matter is quite rare, albeit quite a number of these machines were built. The quality of the product is very good and as long as you are OK with this type of limited-run kit and can work with resin then there is no reason why you should have any problem with it. The

only problem for some may be the price, which represents nearly £1 a component! Our thanks to Pocketbond for supplying the review sample.

Dimensions

Span - 38ft 0in (11.6m)
Length - 36ft 10in (11.25m)
Height - 15ft 0in (4.6m)

Dimensions - 1:48

Span - 241.7mm
Length - 234.4mm
Height - 95.8mm

References

Carrier Air War in Original WWII Color by Lawson & Tillman
(ISBN 0-87938-9834)
Curtiss S03C Seamew (Steve Ginter 1999)

Gloster Gladiator Mk I/II

Scale 1:72 / Pavla Models, Czech Republic / Materials: IM, R / Kit No.: 72059 / Availability: Hannants (UK Importer) and Pavla Models stockists worldwide / Price Guide: £16.99

Pavla seem to be having a good run on kits of British aircraft types of late and this new one of the Gladiator is made up of 33 plastic, 28 resin and two vacuum-formed clear plastic components. All the interior parts, as well as the engine, cowling, gun packs and wheels are resin, and there are optional parts to allow you to make a standard Gladiator or a Sea Gladiator. Both Watts 2-blade fixed-pitch and Fairey Reed 3-blade fixed-pitch propellers are included, although we have to say the latter leaves a lot to be desired as it is almost flat and without detail? There are five colour options: K8027 of No.87(F) Squadron at Debden in October 1937 (aluminium dope overall); L8011, YK*D of No.80 Sqn flown by 'Pat' Pattle in Egypt in 1940 (Dark Earth and Dark Green over black/white); N5585, *B of No.247 Squadron based at Roborough in August 1940; N5519, *R of the Hal Far Fighter Flight in June 1940 (Extra Dark Sea Grey/Dark Slate Grey over Sky); N5567, 6*C of No.813 NAS on HMS Eagle in the Summer of 1940 (Extra Dark Sea Grey/Dark Slate Grey over Sky). Options four and five are both Sea Gladiators

Verdict: The subject and scale will appeal to many, the medium maybe not as many, but the product is certainly one to consider if you are OK working with resin and limited-run injected plastic. This is certainly one for biplane and RAF fans and our thanks go to Pavla Models for supplying the review sample.

Dimensions

Span - 32ft 3in (9.83m)
Length - 27ft 5in (8.2m)
Height (tail down) - 11ft 9in (3.57m) [Mk I], 11ft 7in (3.52m) [Mk II & Sea Gladiator]

Dimensions - 1:72

Span - 136.5mm
Length - 113.9mm
Height (tail down) - 49.6mm [Mk I], 48.9mm [Mk II & Sea Gladiator]

References

Gloster Gladiator by A. Crawford,
(Mushroom Model Magazine Publications 2002)
Gloster Gladiator by F.K. Mason, Profile
No.98 (Profile Publications 1966)
Gloster Gladiator by B. Belcarz & R.
Peckowski, Aircraft Monograph No.24
(AJ-Press)
Gloster Gladiator by W.A. Harrison,
In Action No.187 (Squadron/Signal
Publications 2003)
Scale Aircraft Modelling (May 1981)



new releases - kits

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

LTV A-7E Corsair II

Scale 1:32 / Trumpeter, China / Materials: IM, PE, RB / Kit No.: 02231 /

Availability: Pocketbond (UK Importer) and Trumpeter stockists worldwide /

Price Guide: £69.99

Once again Trumpeter have produced a type in a scale that has been on the wanted list of many modellers for many years. The kit itself comprises no fewer than 678 parts, of which 26 are clear, 7 are white-metal, 33 are photo-etched brass and four are rubber. The cockpit is quite well detailed, although Black Box has already done a complete new cockpit for this kit. The wheel wells are OK, although there is plenty of scope for pipework, etc, and the stencil decals supplied in the kit are a real disappointment when viewed close-up. The fuselage halves are apparently quite a tight fit and the lower rear section does not line up that well. Options include an open access ladder plus gun and electronics bays, wingtip fold and underwing stores comprising drop tanks, FLIR pod, GBU-8, GBU-10 bombs, AGM-62A, AGM-12, AGM-45, AGM-65 and AIM-9B missiles and Mk 82 and M117 iron bombs with long- or short-nose fuses. There are two decal options, the first being for BuNo.159289 of VA-82 'Marauders' on US Nimitz (CVW-8) in 1978 and BuNo.157530 of VA-192 on USS Kitty Hawk (CVW-11) in 1972.

Verdict: It has not been around long, but there are a number of detail and accessory sets for this kit on the market. From the box it will need a little careful assembly and there is plenty of scope to add detail, but the make-or-break of this one will be careful weathering, or it will just look like a big white blob! Our thanks to Pocketbond for supplying the review sample.

Dimensions

Span - 38ft 8in (11.8m), with wings folded 23ft 9in (7.24m)

Length - 46ft 1in (14.06m)

Height - 16ft 1in (4.90m)

Dimensions - 1:32

Span - 368.8mm

Length - 439.4mm

Height - 153.1mm

References

A-7 Corsair II In Action No.120 (Squadron/Signal Publications)

Details in Scale Vol.9 (1988), Vol.22 (1986) & Vol.40 (1993)

Lock-On No.9 (Verlinden Publications)

LTV (Vought) A-7A to E Corsair II, Profile No.239 (Profile Publications)

Sluff A-7 Corsair II by David F. Brown (Concord Publications 1997)



Messerschmitt Bf 109C/D

Scale 1:48 / Classic Airframes, USA / Materials: IM, R, PE / Kit No.: 4125 / Availability: Hannants (UK Importer) and Classic Airframe stockists worldwide

Price Guide: £29.95

It seems an odd choice for Classic to do the Bf 109, even an early version, as there are other (granted less detailed, etc) kits out there? Nonetheless they have now produced this kit of the C or D versions and it comprises 33 plastic, 3 clear plastic, 17 resin and 26 photo-etched components. The plastic and resin this time around look similar to the Sword kits, and we note that items like the undercarriage doors are not even attempted in plastic this time, being supplied as photo-etched. The whole interior is resin, with photo-etched details and a resin-acetate-etched sandwich to create the instrument panel. All control surfaces are separately moulded in plastic and you get two complete resin cowlings; three of the decal options using the type with exhaust stubs, the fourth option having the cowl without these. The four

decal options in the kit are: N+9 of II.(N)/JG 2 based at Tromsheim-Vaernes, Norway in May 1940; 'Red 9' of an unknown unit; '++' flown by the Operations Officer of JG132(JG2) based in Germany in 1939; 'White 2' of I./JG137 (ZG2) in the autumn of 1939. The first option is RLM 02/71 over 65, while the others are all RLM 70/71 over 65

Verdict: If you have built kits from the likes of MPM or Sword in the past this one should cause no problems. The various optional parts on the generic sprues used for the early 109 series from Classic may confuse some, but at least you get some very usable spares to adapt the Hobbycraft kits with! If you like the scale and subject and can live with £30 for a 109, then this is one for all experienced Luftwaffe modellers. Our thanks to Hannants for supplying the review sample.

Dimensions

Span - 32ft 4 1/2in (9.87m)

Length - 28ft 0 5/8in (8.55m)

Height - 8ft 0 1/2in (2.45m)

Dimensions - 1:48

Span - 205.6mm

Length - 178.1mm

Height - 51mm

References - Our pick of the bunch!

Bf 109D/E Aces 1939-41, Aircraft of the Aces No.11 by John Weal (Osprey 1996)

Camouflage & Markings of the Luftwaffe Vol.1, 2 & 3 (Kookabura Technical Publications, 1976 & 1977)

Condor - The Luftwaffe in Spain 1936-1939 by P. Laureau (Hikoki Publications 2001)

Messerschmitt Bf 109 Recognition Manual - A guide to variants, weapons & equipment by M Fernandez-Sommerau (Classic Publications 2004)

Messerschmitt Bf 109A-E by W. Radinger & W. Schick (Schiffer Publishing 1999 ISBN: 0-7643-0951-X)

Messerschmitt Bf 109B/E, Aero Detail No.1 (Art Box Inc)

Messerschmitt Bf 109B-E Model Art Special No.375 (Model Art, 1991)



Junkers Ju 52/3mg4e 'Military'

Scale 1:48 / Revell AG, Germany / Materials: IM / Kit No.: 04521

Availability: Revell AG [UK Branch] (UK Importer) and Revell stockists worldwide / Price Guide: £19.99

- Reissue of the kit last seen in 1999 (#04519).
- This boxing includes the newly-tooled German paratrooper figures previously only seen in the Monogram boxing of this kit released in 2003.
- Kit comprises 157 (grey) and 13 clear plastic components.
- Optional parts include the canopy with or without the gun ring and machine-gun and crew access door and ladder for the port rear fuselage, so this can be displayed open or closed.
- Decals for four machines: 4V+GL of Kgr.z.b.V.9 in Russia during 1943; AB+C5 of Flugkdo./Ln.Reg., based in Italy in July 1943; 3U+ML of 3/ZG26 based in France in the Summer of 1940; 3U+MT of 9/ZG26 also based in France in 1940. All are the standard RLM 70/71 over 65 scheme, but options three and four have the demarcation high up on the fuselage sides and a large colourful snake motif down each side. Why Revell did not put this as the box art we will never know?

Verdict: This Ju 52 is a stunner, a really nice kit and one that does not have many vices. There are numerous aftermarket sets for it and Model Design Construction did some lovely engines for it as well as a minesweeper conversion when it was first released. The addition of the paratrooper figures and those two stunning colour schemes make this one we can highly recommend to all Luftwaffe fans. Our thanks to Revell AG (UK Branch) for the review sample.

Dimensions

Span - 95ft 11 1/2in
Length - 62ft 0in
Dimensions - 1:48
Span - 609mm
Length - 3933mm



References

Junkers Ju 52 Series, Profile No.177 (Profile Publications)
Junkers Ju 52 - Aircraft & Legend by H.J.Nowara (Haynes)
Junkers Ju 52 by H.J.Nowara (Schiffer ISBN: 0-88740-523-1)
Junkers Ju 52 In Action No.186 (Squadron/Signal Publications 2003)
Junkers Ju 52, Luftwaffe Profile No.14 (Schiffer ISBN: 0-7643-0952-8)

Mil Mi-1

Scale 1:72 / Gran, Russia / Materials: IM / Kit No.: 7207
Availability: Hannants (UK Distribution) and Gran stockists worldwide

- Limited-run injected plastic kit.
 - Kit comprises 8 clear and 35 cream-coloured injected plastic parts.
 - Decals for five machines: Egyptian Air Force; 'White 1014' of the Polish Air Force; 'Red 57' of Soviet Air Force; Very colourful one operated by the DOSAAF; 'HK-2' of the Finnish Air Force. Option 1 is sand overall, options 2 & 3 are Olive Drab over light blue, option 4 is yellow with a red lightning bolt along the fuselage sides (decal) and option five is Ocean Grey over light blue.
- Verdict:** The breakdown of parts is such that the fuselage is split with the entire nose as two clear components and this type of multi-part arrangement is fine until you start using filler and sanding down joints that close to clear plastic! Once again this kit seems very similar to the one from A-Model, but without one here to compare it with we can't say for certain if they are identical or just very similar. This is certainly a kit for the experienced modeller only. Our thanks to Gran for the review sample.

Dimensions

Length (Fuselage) - 12.088m
(39ft 8in)
Rotor Diameter - 14.346m
(47ft 1in)
Height - 3.30m (10ft 10in)

Dimensions - 1:72

Length - 167.9mm
Rotor Diameter - 199.3mm
Height - 45.8mm

References

Air International, May 1979 & January 1988
Osprey Encyclopedia of Russian Aircraft 1875-1995 (Osprey)
Replic No.142 (June 2003)



Messerschmitt Me 262A-2a

Scale 1:32 / Trumpeter, China / Materials: IM, PE, RB /

Kit No.: 02236 / Availability: Pocketbond (UK Importer) and Trumpeter stockists worldwide / Price Guide: £29.95

- Revised reissue based on the A-la version released last year (See Issue 5).
- Kit comprises 353 (grey) plastic, 12 clear plastic, 14 photo-etched brass, four white-metal, 1 acetate film and four rubber components.
- Optional parts are included for SC250 or SC500 bombs and racks and either original (narrow) or later (wide) nosewheel and tyre. The kit correctly depicts the A-2a with only two cannon in the nose and there is a new upper cowl included with the top two gun ports blanked off.

Decals for two machines: 9K+BN of 5./KG(J) 51 based at Schwabisch Hall in 1944 and B3+GL flown by Oblt Günther Kahler of 1./KG(J) 54. The former is light green (listed as RLM 82) and brown-violet (RLM 81) over light blue (RLM 76) with a mirror-wave pattern of the latter on the upper surfaces. The other option is a RLM 81 over RLM 76 with yellow (RLM) tips to the vertical fin, engine fronts and nose.

Verdict: As Jay said in his full-build article of the A-la in Issue 5, this is a stunning kit that builds up very well and shows the vast improvement Trumpeter have made of late. By the simply addition of a few new parts they have given Luftwaffe fans the bomber version, and there is no reason to assume this new version will have any problems over the A-la kit. Our thanks to Pocketbond for the review sample.

References - Our pick of the bunch

Messerschmitt Me 262, Aero Detail No.9 (Dai Nippon Kaiga)
Messerschmitt Me 262: Development, Testing & Production by W. Radinger & W. Schik (Schiffer ISBN: 0-88740-516-9)
Messerschmitt Me 262, Monogram Close-up No. 17 (Monogram Aviation Publications)
Messerschmitt Me 262 Schwalbe Vol.1, Aircraft Monograph No.8 by S. Fleischer & M. Rys (AJ-Press ©1998 ISBN: 83-86208-68-6)
Messerschmitt Me 262 Schwalbe Vol.2, Aircraft Monograph No.9 by S. Fleischer & M. Rys (AJ-Press ©1998 ISBN: 83-86208-69-4)
Messerschmitt Me 262 Volume 1 by R. Smith & E.J. Creek (Classic Publications 1998)
Messerschmitt Me 262 Volume 2 by J.R. Smith & E.J. Creek (Classic Publications 1998)
Messerschmitt Me 262 Volume 3 by J.R. Smith & E.J. Creek (Classic Publications 1999)
Messerschmitt Me 262 Volume 4 by J.R. Smith & E.J. Creek (Classic Publications 2001)

Dimensions

Span - 40ft 11 1/2in (12.51m)
Length - 34ft 9 1/2in (10.60m)
Height - 11ft 6 3/4in (3.83m)

Dimensions - 1:32

Span - 390.9mm
Length - 331.3mm
Height - 119.7mm

Aérospatiale/Eurocopter SA.330 Puma 'Tigermeet'

Scale 1:144 / Revell AG, Germany / Materials: IM / Kit No.: 04047 / Availability: Revell AG [UK Branch] (UK Importer) and Revell stockists worldwide / Price Guide: £3.49

- Reissue of the kit last seen in 1997 (#04020).
 - This boxing just includes a new decal option for a Tiger Meet scheme. Both options are Westland-built HC Mk 1s.
 - Kit comprises 58 (grey) and 10 clear plastic components.
 - Decals for two machines: XW231 of No.230 Squadron, RAF during Tiger Meet 2005 at Balikesir, Turkey; XW214 of No.33 Squadron, RAF, based at Benson in September 2005. Actually on the decal sheet there are three serial numbers for No.33 Squadron machines (XW214, 217 & 229) so there are really four options in the kit. The first machine is orange with black tiger stripes over white and the other options are all wrap-around green and grey camouflage. The stripes in the former option are all supplied on the decal sheet, which is designed by DACO in Belgium for Revell.
- Verdict:** Produced at a time when Revell were making some stunning little 1:144 offerings, this Puma is excellent and the addition of the rather eye-catching Tiger Meet scheme makes it all the more appealing. It can be recommended to all helicopter fans and our thanks go to Revell AG (UK Branch) for the review sample.

Dimensions

Rotor Diameter - 15.00m
Length - 18.15m
Height - 5.14m

Dimensions - 1:144

Rotor Diameter - 98mm
Rotor Dai - 104.5mm
Tail Rotor Dai - 21mm
Height - 35.7mm

References

The Observer's Book of Aircraft by W. Green (Frederick Warne & Co, 1971)



new releases - kits

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

Piaggio P.108A with 102/40 Cannon

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

Kit No.: SH72065 / **Availability:** Hannants (UK Importer) and Special Hobby stockists worldwide / **Price Guide:** £30.50

• Revised version of their P.108B Serie II #SH72035, which was issued in Serie I guise by Flying Machines #72001, both in late 2004. This kit still contains all the parts from these previous two incarnations.

• Kit comprises 90 grey plastic, 51 resin and 13 clear plastic components.

• The kit depicts the 'Artigliere' (Artillery) version fitted with the 102mm naval cannon in the nose. Just one machine was converted (MM21138) and although tested, it was captured by the Germans when Italy surrendered and was moved to Rechlin for further tests (although no records remain to say if these were undertaken). A further five new-build P.108As were planned, along with the conversion of six P.108Bs, but when Italy surrendered, this never happened.

• Decals for two options, either showing the prototype in German markings when it was at Rechlin in April 1944, or in Regia Aeronautica colours whilst being tested at Furbara AB in April 1943. Both are Verde Oliva Scuro 2 (Olive Green) over Grigio Mimetic (grey). **Verdict:** Producing a kit of a type that only existed in one airframe may seem odd, but they have already done the production B version, so the addition of a few new parts allows them to offer this rather ugly-looking brute. It is not one for the inexperienced, but if Italian aircraft are your thing, then this is certainly an impressive one to add to the collection. Our thanks to Special Hobby for supplying us with the review sample.

**Dimensions**

Span: 104ft 11.75in (32.00m)
Length: 75ft 2.5in (22.92m)

Dimensions - 1:72

Span - 444.5mm
Length - 318mm

References

Asir Magazine Nos.26 & 27
Colori e schemi mimetici della Regia Aeronautica (GMT/CMPR/GAVS, 1995)
Dimensione Cielo Bombardieri Vol.6 (Bizzari)
Fana de l'aviation Nos.12, 73, 76 & 77
Il Piaggio P.108 by G. Garrello (Dizzari Roma)
L'album du Fanatique de l'aviation No.76 & 77 (1976)
Piaggio P.108 - Document Aeronautica No.1 by G. Cielo (Bizzari)
Piaggio P.108, Ali d'Italia No.15 (La Bancarella Aeronautica)
Replic No.172 (December 2005)

Focke-Wulf Fw 58B 'Gunner Trainer Version'

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

Kit No.: SH72090 / **Availability:** Hannants (UK Importer) and Special Hobby stockists worldwide / **Price Guide:** £17.70

• Revised reissue of their Fw 58C kit #SH72077.

• Kit comprises 79 grey plastic, 17 resin, 8 clear plastic and 55 photo-etched components.

• The previous C version has been converted to the gunner trainer with the addition of one new sprue of nine plastic parts and another of the new glazed nose and MG15 cupola in clear plastic plus the machine guns in resin.

• Decals for three options: SE-KAD of the National Public Map Office in Sweden from 1944 to 1959 (this machine had no armament fitted); S17-M34 of LNS 2 of Reichsprotektorat Böhmen und Mähren in 1942; 197 of the Dutch Air Force Jachtvlieg-school (Fighter School) in 1940. The first option is RLM 71 over 65, the second RLM 02 overall and the third RLM 65 overall, and it is only this final option that carries the armament and is not modified in any way.

Verdict: The kit is typical Special Hobby/MPM fare, with good quality limited-run plastic parts plus all the smaller detail elements as resin or etched brass. The build will not be straightforward, but you expect this from a limited-run kit, so it is really only for the more experienced out there. That said if Luftwaffe aircraft are what you build then this one is certainly worth adding to your collection. Our thanks to Special Hobby for supplying us with the review sample.

**Dimensions**

Span - 68ft 10 3/4in (21.00m)
Length - 45ft 11 1/4in (14.00m)

Dimensions - 1:72

Span - 291.7mm
Length - 194.4mm

References

German Aircraft of the Second World War by J.R. Smith & A.L. Kay (Putnam, 1972)
Luftfahrt International No. 2 Mar-April 1974 & No.18, Nov-Dec 1976

Westland Wapiti Mk IIA 'in RAAF Service'

Scale 1:72 / CMR, Czech Republic / **Materials:** R, VF / **Kit No.:** 155 /

Availability: Hannants (UK Importer) and CMR stockists worldwide / **Price Guide:** £26.65

• Reissue of RAF Mk II (#139) with new decals.

• Kit comprises 129 resin and 1 clear resin components.

• This is a reissue of their new Wapiti kit but with decals for RAAF machines. The kit includes optional parts for the early and late main wheels plus racks for 20lb, 112lb or 120lb bombs. The modeller will have to scratchbuild such items as control horns and the message pick-up hook, and some may wish to replace the resin struts with plastic or brass equivalents. The multi-page instructions include full rigging and control line diagrams.

• There are nine decal options in the kit, all of which are in the same overall scheme of aluminium with grey upper decking. Those aircraft covered are as follows: A5-34, A5-21, A5-23, '16' (no serial), '21' (no serial), A5-9, A5-10, A5-22, A5-34 and A5-12. A good selection of photographs is included in the instructions. **Verdict:** CMR products are always good and even with complex and fragile subjects like biplanes they are still the equals of most injected kits. As long as you are OK working with resin and invest time in building it, this new Wapiti will look good once completed and we can highly recommend it. Our thanks to CMR for supplying the review sample.

**Dimensions**

Span - 46ft 5in (14.1m)
Length - 31ft 8in (9.65m)
Height - 13ft 0in (3.96m)

Dimensions - 1:72

Span - 195.8mm
Length - 134mm
Height - 55mm

References

Westland Aircraft since 1915 by D.N. James (Putnam ©1991 & 2001 ISBN: 0-85177-847-X)
Westland Wapiti by C.F. Andrews, Profile No.32 (Profile Publications 1965)

Fairchild PT-26 Cornell

Scale 1:48 / Planet Models, Czech Republic / **Materials:** R, VF

Kit No.: 175 / **Availability:** Hannants (UK Importer) and Special Hobby stockists worldwide / **Price Guide:** £35.70

• New tooling. All Planet kits are limited editions with only a small production.

• Kit comprises 30 resin and 2 vac-formed clear plastic components.

• The PT-26 was a development of the PT-19 with an enclosed cockpit to cope with the harsh weather conditions in Canada where many WWII pilots were being trained.

• The kit is typical of Planet's work, with the wings moulded as one piece, nicely detailed without recourse to photo-etched, and in this particular kit load-bearing items like the undercarriage legs are done in the white resin which is far tougher than the usual tan-coloured version. Two vac-formed canopies should at least give some leeway for mistakes!

• Decals for three options: 10687 of No.31 EFTS based at De Winton AB, Alberta, Canada; FZ380 of No.2 EFTS, Indian Air Force based at Jodhpur in 1944; '195' of the Royal Norwegian Air Force, based at Little Norway AB in Canada during 1943. The first option is yellow overall, the second silver overall and the third is blue with yellow tail and wings.

Verdict: Planet has been producing excellent limited-run resin kits for a number of years now. The subjects tend to be quite esoteric, which is ideal for a range in which only a few hundred kits are produced, but at least it offers modellers kits that would not otherwise be available. This new Cornell is a good example of a type slightly outshone by the PT-19, but nonetheless well worth considering if you are interested in training aircraft. Our thanks to Planet Models for supplying the review sample.

**Dimensions**

Span: 36ft 11in (11.2m)
Length: 28ft 8in (8.43m)
Height: 7ft 7 1/2in (2.32m)

Dimensions - 1:48

Span - 233.4mm
Length - 175.6mm
Height - 48.3mm

References

Fairchild Aircraft 1926-1981 by K.A.M. Narkiewicz (Thompson)

new releases - accessories

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

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

Here are some of the latest batch of resin and etched brass update sets from this Czech manufacturer.



1:72 7123

F-15C Eagle Exhaust Nozzles

This is one of Aires' sets of highly detailed exhausts cans to replace those in the Hasegawa kit. Each unit is made up of three resin parts with the afterburner ring offered as photo-etched.

Designed for: Hasegawa kit

Material: R, PE

Price Guide: £7.25



1:72 7144

Sukhoi Su-27 Flanker Exhaust Nozzles

This is another of Aires' highly detailed exhausts cans, this time to replace those in the Hasegawa (and therefore Revell) kit. Each is made up of four resin parts with a photo-etched afterburner ring.

Designed for: Hasegawa kit

Material: R, PE

Price Guide: £7.20



1:72 7147

LTV A-7E Corsair (Early Version) Cockpit Set

This is the usual replacement cockpit 'tub' with things like the ejection seat, control column and instrument coaming as separate resin parts and smaller details like the instrument panel, HUD, ejection seat details and harness, rudder pedals and rear view mirrors all offered in etched brass.

Designed for: Fujimi kit

Material: R, PE

Price Guide: £5.30



1:72 7148

SJU-5/6 Ejection Seats

Offered here are two resin seats, suitable for the F/A-18 Hornet, with all the seat harness and smaller details included as photo-etched.

Designed for: Any F/A-18

Material: R, PE

Price Guide: £4.50



1:48 4266

F/A-18C Exhaust Nozzles, Open

This first set of F/A-18C nozzles has them in the fully open position. The main bulk of each unit is resin, with the afterburner ring in photo-etched.

Designed for: Hasegawa kits

Material: R, PE

Price Guide: £9.10



1:48 4267

F/A-18C Exhaust Nozzles, Closed

This is the second set of exhaust nozzles offered for the F/A-18C, this time though they are cast with the nozzles in the fully closed position. Once again each exhaust unit is made up of three resin parts with the afterburner ring in etched brass.

Designed for: Hasegawa kits

Material: R, PE

Price Guide: £9.10



1:48 4283

F/A-18E/F Electronics Bay

Like their previous sets for the C and D versions, this set offers the two electronics bays for either side of the nose on the Super Hornet, with the bays themselves and hinge mounts on the access doors in resin and the doors in photo-etched.

Designed for: Hasegawa kits

Material: R, PE

Price Guide: £5.40



1:48 4294

Mosquito Wheels (Five-Spoke)

This resin set replaces the tail and main wheels in the Tamiya kit. The main wheels have the five-spoke hubs for the early versions and the tailwheel is the anti-shimmy type and comes complete with the yoke assembly. Die-cut vinyl paint masks are included.

Designed for: Tamiya kit

Material: R, VM

Price Guide: £4.50



1:48 4281

SJU-17 Ejection Seats

In this set you get two replacement resin seats for the F/A-18E/F Super Hornet and F-14D Super Tomcat. As usual all the smaller details and the seat harness come as separate photo

Designed for: Hasegawa kits

Material: R, PE

Price Guide: £4.50

Verdict: As always, all of the above sets are of excellent quality and detail. The grey resin used by Aires nowadays is a lot crisper and we also note that Aires have updated their packaging to a more eye-catching style. Our thanks to Aires for the review sample.

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

Pavla Models, Czech Republic (www.pavlamodels.cz)

Available from Hannants (UK) and Squadron (USA) Here is the latest bunch of update sets from Pavla.

**1:72 U72-69****Wheels for Lancaster (Weighted)**

This is a simple set of replacement main wheels that are cast with a bulge on the bottom to represent the weight of the airframe.

Designed for: Hasegawa kit

Material: R

Price Guide: £2.25

**1:72 U72-70****Wheels for Lancaster (Unweighted)**

This set of replacement main wheels is cast without bulges, for those of you who don't like to depict their models in this manner, or for those who just want to file a flat on the bottom to represent weight.

Designed for: Hasegawa kit

Material: R

Price Guide: £2.25

**1:72 U72-71****Air Intakes for Lancaster**

In this set, Pavla have cast direct replacement parts for the intakes with their profile slightly deeper than in the kit. Also included are the intakes on either side of the cowlings and these have the intakes hollowed out to look more realistic.

Designed for: Hasegawa kits

Material: R

Price Guide: £3.30

**1:48 S48021****Martin-Baker Mk 6 Ejection Seat**

This set comprises two single-piece resin castings, complete with seat belts etc. They are intended for the Buccaneer and therefore correctly depict the slight differences between each seat in the front and back cockpits.

Designed for: Airfix kits

Material: R

Price Guide: £3.10

**1:48 C48009****Hawker-Siddeley Buccaneer S.2 Interior Set**

This is an effective cockpit update set for the Airfix kit, made up of thirteen resin parts. These parts make up a complete new cockpit tub, with sidewalls, instrument panel and seats, the latter being correctly slightly different for the front and back.

Designed for: Airfix kits

Material: R

Price Guide: £TBA

**1:48 U48-12****Wheels for Mi-24**

This is a simple set of replacement wheels for the Mil Mi-24 that are bulged to represent weight.

Designed for: Monogram or Trumpeter kits

Material: R

Price Guide: £2.85

**1:48 U48-13****Mi-24 Chaff/flare Dispensers**

This set offers the triple pack fitted under the tail boom on the Mi-24 Hind D and the pods mounted on the rear fuselage sides of the Mi-24 V & P versions.

Designed for: Monogram or Trumpeter kits

Material: R

Price Guide: £5.60

Verdict: These are all good sets that are well cast and therefore worth giving serious consideration. Our thanks to Pavla Models for the review samples.

Available in UK from: www.hannants.co.uk

new releases - accessories

Latest product information for Scale Aircraft Modellers

Belcher Bits Canada [www.belcherbits.com] Available from: Hannants (UK)

We have not featured this well-known Canadian manufacturer's products before, so here are their most recent releases.



1:72 BL4

Lancaster Treaded Tyres

This set offers replacement main wheels for the Lancaster and correctly depicts the block tread pattern seen on these machines in the post-war period. Although designed for the Hasegawa kit they will also fit the Airfix or Matchbox examples.

Designed for: Hasegawa kits

Material: R

Price Guide: £TBA (Can\$7.99)



1:72 BL5

RAF Small Bomb Containers

This pack contains twelve Small Bomb Containers, which were filled with 4lb incendiary bombs and were usually seen in the bomb bay of things like the Lancaster when it was carrying a 4,000lb 'Cookie', but were also used by just about every medium and heavy bomber used by the RAF in WWII.

Designed for: See review

Material: R

Price Guide: £TBA (Can\$11.99)



1:72 BL6

RCAF Firebee Drones

In the post-war period the RCAF used two Lancaster Mk 10s converted to Mk 10DC (Drone Controller) configuration with a Ryan KDA-45 Firebee under each wing. This set includes these Firebees, made up of nine resin parts and the launcher pylons to fit them under the wing of a suitably converted Lancaster. Decals for the Mk 10DCs are included on decal sheet #BD18 available from Belcher.

Designed for: Hasegawa kit

Material: R

Price Guide: £TBA (Can\$29.99)

Verdict: What excellent sets, all beautifully cast and certainly well worth considering. Don't forget that Belcher already do the 2,000, 4,000, 8,000 and 12,000lb HC bombs for RAF subjects (#BL2/Can\$14.99), so you can fully load up your Hasegawa Lancaster now! Our thanks to Belcher for the review samples.

Available in UK from: www.hannants.co.uk

MasterCasters, United Kingdom [www.mastercasters.co.uk]



MST48003 CF-105

Arrow Exterior Set

This is the final update set from MasterCasters for the recently retooled Hobbycraft kit. It comprises new intakes, exhaust surround and detail exhaust units plus the decking for the cockpit area and the canopy elements. These latter items are all cast in clear resin. The set requires little in the way of modification to the kit.

Designed for: Hobbycraft kit

Material: R

Price Guide: £18.99

Verdict: This is another excellent set and is the ideal companion to their previous two sets (See Issue 5). The instructions are easy to follow so this is a set that is within the capabilities of most modellers. For more details email them at info@mastercasters.co.uk. Our thanks to MasterCasters for the review samples.

Available from: www.mastercasters.co.uk

Key VM - Self-adhesive Vinyl Paint Mask (Die-cut) PE - Photo-etched metal (with or w/o acetate film) R - Resin



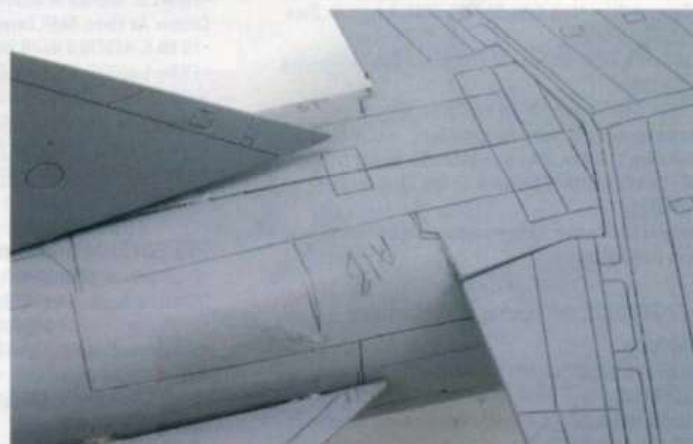
WIN A PIECE OF MODELLING HISTORY!

Model Airplane International and Airfix bring you the chance to win the totally unique laser-cut resin prototype of their 1:72 BAC TSR.2, which is covered in hand-written notes from R&D Department Manager Trevor Snowden!

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And answer this simple question:

'What aircraft was TSR.2 test pilot Roland P. Beaumont better known for testing and flying operationally during WWII?'

And who knows, you could own a piece of history!!

This competition is open to all our readers worldwide. You have got until the 31st August 2006 to enter.

Competition Rules

Employee/volunteers working for Humbrol, Airfix and associated companies and their families are not permitted to enter. The first (correct) entry drawn will win. Entries are limited to one per person/household. The winner's name will be published in a future edition of Model Airplane International. All entries received must reach ADH Publishing by the 31st August 2006, when the draw takes place.



new releases - decals

We have received a number of new sheets this month, so let's see what's on offer...

Euro Decals, UK [www.fantasyprintshop-decals.com]

Available in UK from: The Fantasy Printshop

I:72 ED72100 Handley-Page Victors

- B Mk 2, XM715, No.100 Squadron, RAF Wittering, April 1963 (W)
- B Mk 2R, XL513, No.139 Squadron, RAF Wittering, February 1964 (DG/MSG/W)
- B Mk IA, XH592, No.232 OCU, RAF Marham, 1971 (DG/MSG/W)
- K Mk 1, XA936, No.214 Squadron, RAF Marham in January 1975 (DG/MSG/W)
- K Mk 2, XH671, 'Sweet/Slinky Sue', No.55 Squadron, Muharrag, Saudi Arabia, 1991 (H/LAG)
- K Mk 2, XL190, No.55 Squadron, Muharrag, Saudi Arabia, 1991 (H/LAG)
- K Mk 2, XH672, 'Maid Marion', No.55 Squadron, Muharrag, 1991 (H/LAG)
- K Mk 2, XM717, 'Lucky Lou', No.55 Squadron, Muharrag, Saudi Arabia, 1991 (H/LAG)
- K Mk 2, XM715, 'Teasin' Tina', No.55 Squadron, Muharrag, Saudi Arabia, 1991 (H/LAG)
- K Mk 2, XL164, 'Saucy Sal', No.55 Squadron, Muharrag, Saudi Arabia, 1991 (H/LAG)
- K Mk 2, XL231, 'Lusty Lindy', No.55 Squadron, Muharrag, Saudi Arabia, 1991 (H/LAG)

Colour Key: W - White, DG - Dark Green, MSG - Medium Sea Grey, H - Hemp, LAG - Light Aircraft Grey

Designed for: Matchbox/Revell kits

Price Guide: £13.95

I:72 ED72101 Very Colourful Sabres

- F-86A, S/No.49-1021, Montana ANG, Nellis AFB, 1955 (Y)
- F-86E, S/No.51-2724, Air Force Test Center, Edwards AFB, August 1972 (BM/DO)
- RF-86F, S/No.52-4522 of the Republic of Korea Air Force, Hankook Kong Goon in the 1970s ((DG/MG/T/LG)
- Canadair Sabre Mk 5, S/No.52-3285, RCAF, Toronto Air Show in 1955 (RD)
- Mitsubishi F-86F-40, S/No.72-7756 of No.1 Sqn, JASDF, circa 1970s (BM)
- F-86F, S/No.53-1169, AH-Z of No.332 Squadron, Royal Norwegian Air Force, 'Joker Aerobatic Team', circa 1970s (BM)

Colour Key: Y - Yellow, BM - Bare Metal, DO - Dayglo Orange, DG - Dark Green, MG - Mid-Green, T - Tan, LG - Light Grey, RD - Red.

Designed for: Academy, Airfix, Hasegawa or Matchbox kits

Price Guide: £6.95

I:72 ED72102 Interesting FAA Martlets/ Wildcats

- Martlet Mk I, AL247, •B of No.802 NAS, Donibristle, February 1941 (SG/FB/LB/BL)
- Martlet Mk I, BJ562, •A of No.804 NAS, Skeabrae, December 1940 (EDSG/DSG/LB)
- Martlet Mk I, BJ561, S-7L of No.804 NAS, Skeabrae during the winter of 1940/41 (EDSG/DSG/LB)
- Martlet Mk IV, FN148, O-9C of No.893 NAS, Qrendi, Malta, 1943 (EDSG/DSG/S)
- Martlet Mk IV, JV661, 'Yvonne' of No.853 NAS, HMS Queen, circa 1945 (EDSG/DSG/S)
- Martlet Mk IV, JV735, Q-W, 'Wanda' of No.853 NAS, HMS Queen, circa 1945 (EDSG/DSG/S)
- Martlet Mk VI, serial unknown, Q-U, 'Ursula' of No.853 NAS, HMS Queen, circa 1945 (EDSG/DSG/S)

Colour Key: SG - Sea Green, FB - Flag Blue, LB - Light Blue, BL - Black, EDSG - Extra Dark Sea Grey, DSG - Dark Slate Grey, S - Sky

Designed for: Hasegawa and Sword kits

Price Guide: £7.95

I:72 ED72103 Worldwide D.H. Vampires

- FB Mk 5, WA346, '29' of Nos.3 & 4 CAACU, Exeter, 1960 (DG/DSG/A)



- FB Mk 9, WA128, 'A' of No.502 (County of Ulster) Sqn, RAuxAF, RNAS Culdrose, 1955 (DG/DSG/A)
- FB Mk 5, WA320 of Nos. 502, 605 & 612 Squadrons, RAuxAF, Honiley, 1953-54 (A)
- FB Mk 5, VZ305, 'RLS' flown by Wg Cdr R.I.Smith, Wing Leader of Nos.502, 605 & 612 Squadrons, RAF, Ouston, 1954-55 (DG/DSG/PRUB)
- FB Mk 9, WR264, '29' of the RAF Flying College, Cranwell, early 1960s (DG/DSG/PRUB/DO)
- FB Mk 5, '216' of the Advanced Flying School, SAAF, Pietersburg during the summer of 1971 (A/DO)
- FM Mk 31, A79-467 of No.21 (City of Melbourne) Sqn, Citizens' Air Force, RAAF, Laverton AFB, November 1953 (A)
- FB Mk 5, NZ5776 of No.76 Sqn, RNZAF, 1964 (A)
- FB Mk 5, 10090, '57S.10' of Escadrille 57S, Aéronavale, 1960 (DSB)

Colour Key: DG - Dark Green, DSG - Dark Sea Grey, A - Aluminium, PRUB - PRU Blue, DO - Dayglo Orange, DSB - Dark Sea Blue

Designed for: Heller or Revell kits

Price Guide: £7.95

I:72 ED72104 Occupational USAF in Germany

- P-51D, S/No.44-11630, YF-W, 'Little Pig' of the 358th FS, 355th FG based at Augsburg in 1945/6 (BM)
- P-51D, S/No.44-73156, WR-B, 'Wolverine', flown by Lt Ervin Nelson of the 354th FS, 355th FG based in Germany in 1945/6 (BM)
- P-51D, S/No.44-72482, WR-O, 'Arlene' of the 354th FS, 355th FG, Germany, 1945/6 (BM)
- P-51D, S/No.44-11200, YF-, flown by Capt C.H. 'Zoo' Kinnard Jr of the HQ Squadron, 358th FS, 355th FG, Germany, 1945/6 (BM)
- F-47D, S/No.48-9808, FE-808 of the 527th FBS, 86th FBW, Neuburg, Germany, July 1948 (BM/Y)

Colour Key: BM - Bare Metal, Y - Yellow

Designed for: Any P-51D or P-47D kit

Price Guide: £7.95

I:48 ED48100 Very Colourful Sabres

This sheet offers the same six options seen on the I:72 sheet (#ED72101) reviewed previously.

Designed for: Academy or Hasegawa kits

Price Guide: £11.95

I:48 ED48101 Interesting FAA Martlets/ Wildcats

This sheet offers the same seven options seen on the I:72 sheet (#ED72102) reviewed previously.

Designed for: Tamiya and Sword kits

Price Guide: £12.95

I:48 ED48102 Worldwide D.H. Vampires

This sheet offers the same seven options seen on the I:72 sheet (#ED72103) reviewed previously.

Designed for: Aeroclub, Classic Airframes or Hobbcraft kits

Price Guide: £11.95

I:48 ED48103 Occupational USAF in Germany

This sheet offers the same seven options seen on the I:72 sheet (#ED72104) reviewed previously.

Designed for: Any P-51D or P-47D kits

Price Guide: £11.95

I:32 ED32100 Operation Telic Tonkas

- GR.4, ZD715/AM, 'Alarm Maiden/Here Comes the Sun' (CG/DCG)
- GR.4, ZA554/BF, 'Born Fighter' (CG/DCG)
- GR.4, ZA458/DG, 'Mean One' (CG/DCG)
- GR.4, ZA589/DN, 'Deadly Nightshade' (CG/DCG)
- GR.4A, ZG711/O, 'Oh Nell!' (CG/DCG)
- GR.4A, ZA542/DM, 'Danger Mouse/Dallas Dhu' (CG/DCG)
- GR.4, ZA614/AJJ, 'It's Show Time' (CG/DCG)
- GR.4, ZA600/AJL, 'Hot Stuff' (CG/DCG)
- GR.4A, ZG707/B, 'B.A.B.S.' (CG/DCG)
- GR.4, ZD850/AJT, 'Rects Controllers Dream' (CG/DCG)
- GR.4, ZA533/DI, 'Dishy Intel' (CG/DCG)
- GR.4, ZA606/BD, 'Big Deal' (CG/DCG)
- GR.4, ZG775/FB, 'The Macallan' (CG/DCG)
- GR.4, ZA560/BC, 'Brave Cog/Benromach' (CG/DCG)
- GR.4A, ZG714/Q, 'Truffle Snufflers/It's A Recce Thing' (CG/DCG)
- GR.4, ZD749/DR, 'Desert Raven' (CG/DCG)
- GR.4A, ZG727/L, 'Look'n For Trouble' (CG/DCG)
- GR.4, ZA592/BJ with sharkmouth, (CG/DCG)

Colour Key: CG - Camouflage Grey, DCG - Dark Camouflage Grey

Designed for: Revell (GR.1) kit with Flighpath GR.4/4A update set

Price Guide: £19.95

Verdict: The Euro Decals range certainly offers some nice and colourful options for the well-known types, plus some sheets covering those subjects that have not been done often before. The quality of the decals is excellent and the instructions are in full colour with the colours referenced by FS number and Humbrol, Lifecolor, Xtracolor and Model Master paint ranges. UK P&P is £1.00, Europe £2.00 and Rest of the World £3.00. Our thanks to The Fantasy Printshop for the review samples.

BEST BUY 9/10

FOR: SEE REVIEWS

Model Art Decal System, UK

Available in UK from: Manufacturer

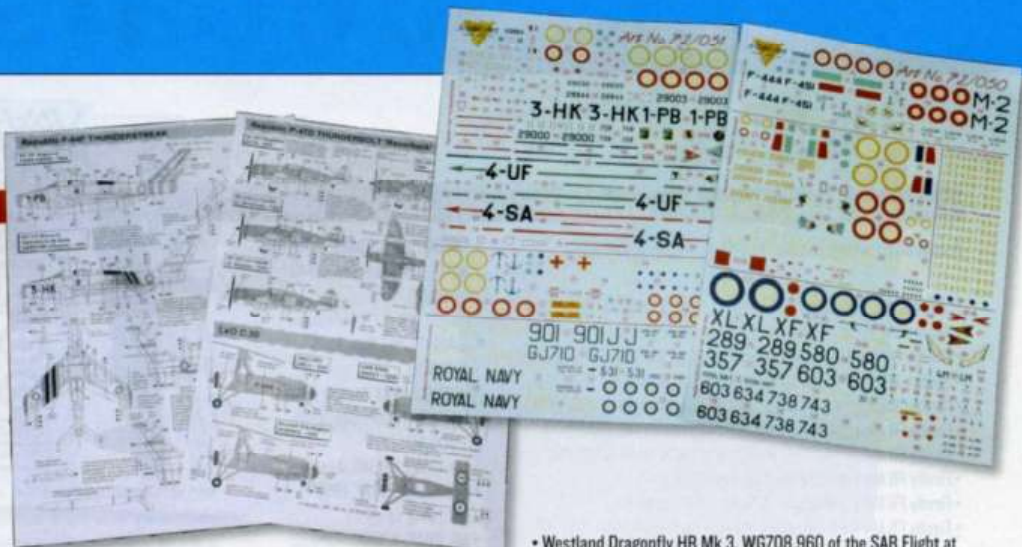
I:72 72/050 Thunderbolt, Hunter and C.30

- P-47D Razorback, '63' of GC II/3 Dauphiné, 1944 (OD/NG)
- P-47D Razorback, '13' of GC II/5 La Fayette, 1944 (OD/NG)
- P-47D Razorback, '165' flown by Lt Receveau of GC II/5 La Fayette during 1944 (OD/NG)
- P-47D Razorback, '38' flown by Lt Giscion of GC II/5 La Fayette in 1945 (OD/NG)
- LeO C.30, F-444 of GAO I/551 based at Orly during 1939 (K/A)
- LeO C.30, F-451 of GAR II/520 based at Nancy during 1939 (K/BS/A)
- LeO C.30, HY-63 of Section d'Autogires based at Hyères in 1938 (DG/A)
- Avro C.30A, M-2, 5th Squadron, Royal Danish Air Force, based at Vaerlese in 1938 (MG)
- Hawker Hunter T Mk 8, XF357/634 of No.738 NAS based at Lossiemouth in 1962 (A/DO [wing and tail])
- Hawker Hunter T Mk 8, XL580/743 of the ADTU based at Yeovilton in 1970 (A/DO [wing and tail])
- Hawker Hunter T Mk 8, XF289/738 of HMS Heron Station Flight based at Yeovilton in 1972 (A/DO [wing and tail])
- Hawker Hunter T Mk 8M, XL580/719 of No.899 Squadron based at Yeovilton in 1980 (EDSG/GW)
- Hawker Hunter T Mk 8M, XL603/720 of No.899 Squadron based at Yeovilton in 1985 (EDSG/GW)

Colour Key: OD - Olive Drab, NG - Neutral Grey, K - Khaki, A - Aluminium, BS - Burnt Sienna [Terre de Sienne], MG - Metallic Grey, DO - Dayglo Orange, EDSG - Extra Dark Sea Grey, GW - Gloss White

Designed for: Academy, Hasegawa & Revell (P-47D); Azur (LeO C.30 & Avro C.30); Matchbox, Aeroclub or (converted) Revell [Hunter T Mk 8 & T Mk 8M]

Price Guide: £7.00 + P&P



I:72 72/051 Thunderstreak, S-51 & Dragonfly

- Republic F-84F Thunderstreak, '1-PB' of EC 3/1 'Argonne' based at Saint-Dizier in 1965 (BM)
- Republic F-84F Thunderstreak, '3-HK' of EC 1/3 'Navarre' during the Suez Crisis in 1956 and based at Akrotiri (BM)
- Republic F-84F Thunderstreak, '4-SA' of EC 1/4 'Dauphine' based at Luxeuil in 1966 (BM)
- Republic F-84F Thunderstreak, '4-UF' of EC 2/4 'La Fayette' based at Luxeuil in 1966 (BM)
- Sikorsky S-51 of Escadrille de Servitude 58S, Aéronautique Navale, on the carrier Arromanches in 1952 (SBG)
- Sikorsky S-51, 'Z III' of ELA 5, Armée de l'Air based at Gia Lam in Indochina in 1952 (FSAG/DE)
- Sikorsky S-51, 'VA' of ELA 52, Armée de l'Air based at Gia Lam in Indochina in 1953 (FSAG/DE)
- Sikorsky S-51, 'VB IIG' of ELA 52, Armée de l'Air based at Gia Lam in Indochina in 1952 (FSAG/DE)
- Westland Dragonfly HR Mk 3, WP948/J/901 of the Ship's Flight on HMS Eagle in 1952 (A)
- Westland Dragonfly HR Mk 3, WG751/GJ710 of No.705 NAS based at Gosport in 1953 (A)
- Westland Dragonfly HR Mk 3, VX600/531 of No.705 NAS based at Culdrose in 1959 (S/EDSG)

• Westland Dragonfly HR Mk 3, WG708.960 of the SAR Flight at Hal Far, Malta in 1960 (DBG)

Colour Key: BM - Bare Metal, SBG - Sea Blue Gloss, FAG - French Army Green, DE - Dark Earth, A - Aluminium [lacquer], S - Sky, DBG - Dark Blue Grey

Designed for: PJ Production, Airfix & Italeri (F-84F); Aerodrom, Mach 2 & MPM (S-51 and Dragonfly)

Price Guide: £7.00 + P&P

Verdict: Both of these sheets are excellent, beautifully produced and printed. The instructions are comprehensive and very informative and about the only thing that could be added are FS or BS references for all the colours, as only some of them are quoted in each instance. They are both highly recommended to all and our thanks to Model Art Decal System for the review samples.

BEST BUY 10/10

FOR: SEE REVIEWS

Ardpol, Poland [www.ardpolmodels.com.pl]

Available in UK from: We are not aware of a UK stockist of the decal range.

I:72 72-301 MiG-21MF

- MiG-21MF, 'White 7809' of an unidentified unit of the Polish Air Force (DG/SG/LG)
- MiG-21MF, 'Red 9107' of the Polish Air Force in a special 'gold' scheme (GL/PBG)
- MiG-21MF Grey 9111' of the Polish Air Force (LAG/LG/GB)

Colour Key: DG - Dark Grey, SG - Steel Grey, LG - Light Grey, GL - Gold, PBG - Pale Blue-Grey, LAG - Light Aircraft Grey, LG - Light Grey, GB - Grey-Blue

Designed for: Any MiG-21MF kit

Price Guide: £TBA

Verdict: Both of these sheets offer some unusual schemes for the MiG-21, with the tiger stripe UM very appealing. The main problems are that there are no details given for the squadrons or operational dates, but more importantly considering the proliferation of 'grey' used, there are no colour references at all, not even FS numbers! If you have the reference material to get over this hurdle then each sheet can be recommended, and our thanks go to Ardpol for the review samples.

I:72 72-301 MiG-21bis & MiG-21UM

- MiG-21bis, 'Red 0880' of an unidentified unit of the Polish Navy (BM)
- MiG-21bis, 'Red 8861' of the Polish Air Force (BM)
- MiG-21UM, 'Grey 9292' of the Polish Air Force in a special tiger stripe scheme (MG/YO/LG)

Colour Key: BM - Bare Metal, MG - Mid-Grey, YO - Yellow/Orange, LG - Light Grey

Designed for: Any MiG-21bis or UM kit

Price Guide: £TBA



BEST BUY 7/10

FOR: SEE REVIEWS

new releases - decals

Belcher Bits, Canada [www.belcherbits.com]

Available worldwide from: manufacturer

1:72 BDI7 - Seafire, Firefly, Sea Fury & Tracker

- Seafire Mk XV, PR479 • L, No.803 Sqn, RCN, 1946 (EDSG/SG/S)
- Seafire Mk XV, PR494, • N, No.803 Sqn, RCN, 1946 (EDSG/SG/S)
- Seafire Mk XV, PR479, AA•B, No.883 Sqn, RCN, 1948 (DG/LG)
- Seafire Mk XV, PR434, AA•J, No.883 Sqn, RCN, 1948 (DG/LG)
- Firefly FR Mk I, DK561, • S, No.825 Sqn, RCN, 1946 (EDSG/SG/S)
- Firefly FR Mk I, PP467, • A, No.825 Sqn, RCN, 1946 (EDSG/SG/S)
- Firefly FR Mk I, DK563, No.826 Sqn, RCN, 1948 *
- Firefly FR Mk I, DK535, No.826 Sqn, RCN, 1948 *
- Firefly FR Mk I, PP426, AB•J, No.826 Sqn, RCN, 1948 (DG/LG)
- Sea Fury, TF993, BC•A, No.870 Sqn, RCN, 1952 (EDSG/S)
- Sea Fury, VX692, AA•C, No.871 Sqn, RCN, 1952 (EDSG/S)
- Grumman CS2F Tracker, S/No.1523, No.881 Sqn, RCN, 1956 (DG/LG)
- Grumman CS2F Tracker, S/No.1592, No.880 Sqn, RCN, 1962 (DG/LG)

* Note that neither of these two options appear on the accompany instructions?

Colour Key: EDSG - Extra Dark Sea Grey, SG - Slate Grey, S - Sky, DG - Dark Grey, LG - Light Grey

Designed for: CMR or High Planes (Seafire XV), Special Hobby (Firefly FR.I & Sea Fury), Fujimi or Hobbycraft (S2F Tracker)

Price Guide: Can\$10.99

1:72 BDI8 Canadian Lancaster X

- 'Ruhr Express', KB700, VR•Z of No.419 (RCAF) Sqn, 1944-45 (DE/DG/N)
- KB726, VR•R of No.419 (RCAF) Sqn. This aircraft was shot down on the 24th April 1945 and it is the machine in which Fg Off Andy Mynarski was awarded the VC for sacrificing his chances of survival in trying to save a fellow crew member. This is also the scheme that the Canadian Warplane Heritage Lancaster currently carries (DE/DG/N)

AIMS, United Kingdom

Available worldwide from: Directly from manufacturer

1:72 72D010 Heinkel He III Collection Part 3

- He IIIIP-2, B3•BL 3rd Staffel, I/KG54, Battle of Britain 1940 (RLM70/71/65)
- He IIIIP-2, •F of KG55, Battle of Britain, 1940 (RLM70/71/22)
- He IIIH-6, IH•BB Stab I/KG26 based at Bardufoss, Norway 1942 (RLM70/71/65)
- He IIIH-6, IH•GP of 6./KG26 based in Italy, 1943 (RLM70/71/65)
- He IIIH-16, AI•AC of II Gruppe Stab of KG53 based in Southern Russia in July-September 1943 (RLM70/71/65)
- He IIIH-16, NI•JE used as a glider tug by Schuppegruppe 4 on the Eastern Front during 1943/44 (RLM70/71/65 with white distemper on upper surfaces)
- He IIIH-20, AI•KM of 4/KG53, flown by Oblt D. Kornblum based at Piatow, Russia in 1944 (RLM70/71/22 with RLM76 'clouds')
- He IIIZ-1, TM•KI of I Gruppe LLG 2 based at Poltava in the Ukraine in 1943 (RLM70/71/65)

Colour Key: RLM22 - Schwartz (black), RLM 65 - Hellblau (bright blue), RLM70 - Schwarzgrün (black green), RLM71 - Dunkelgrün (dark green), RLM76 - Lichtblau (light blue)

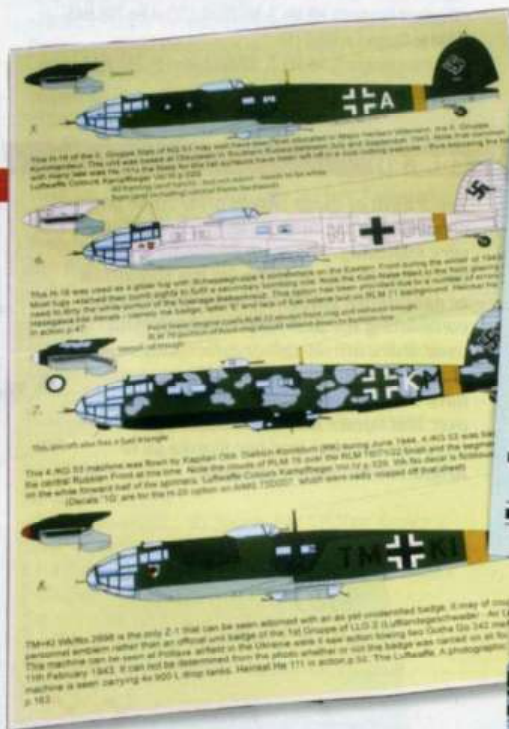
Designed for: Hasegawa & Italeri (Z-1) kits

Price Guide: £6.50

Verdict: This is another excellent sheet from AIMS, which is well printed and offers some unusual schemes; including that Zwilling option. About the only thing lacking is confirmation of the colours for each option, as although some colours are noted, not all of them are listed for each option and this could cause confusion. If you have a few He IIIs to build then this sheet can be highly recommended, and our thanks to AIMS for the review sample.

- KB839, VR•D, 'Daisy' of No.419 (RCAF) Sqn, Jan-June 1945 (DE/DG/N)
 - KB732, VR•X, 'X-Terminator', No.419 (RCAF) Sqn, 1945 (DE/DG/N)
 - KB999, VR•M 'Malton Mike' of No.419 (RCAF) Sqn, 1945 (DE/DG/N)
 - Mk IOMR, KB949, AF•A of No.404 Sqn, RCAF, 1952 (A/R [wing tips])
 - Mk IOMR, KB996, RX•996 of No.407 Sqn, RCAF, 1954 (A/R [wing tips])
 - Mk IOMR SAR, KB889, No.107 Rescue Unit, RCAF (NM/W/R [wing tips])
 - Mk IOMR SAR, FM213, No.107 Rescue Unit, RCAF (NM/W/R [wing tips])
 - Mk IODC, KB851, PX•851, Central Experimental Proving Establishment, Cold Lake, 1959 (NM/ACG/R)
- Colour Key:** DE - Dark Earth, DG - Dark Green, N - Night (Black), A - Aluminium, R - Red, NN - Natural Metal, W - White, ACG - Anti-Corrosion Grey
- Designed for:** Airfix, Hasegawa or Matchbox kits
- Price Guide:** Can\$13.99

Verdict: If you are into RCAF or RCN subjects then Belcher have some stunning sheets to entice you. Those buying the first sheet should read the instructions carefully, as there are a few errors that the manufacturer points out in them. The print quality of each sheet is excellent and the diversity of subjects is very impressive, so they can be highly recommended to all. Everything can be ordered directly with the manufacturer and our thanks to Belcher for the review samples.



BEST BUY 10/10

FOR: SEE REVIEWS



BEST BUY 8/10

FOR: SEE REVIEWS

Calling all Publishers and Authors!

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

Uncovering the Grumman F-14A/B/D Tomcat

by D. Coremans

Daco Publications

ISBN: 90-806747-6-1

Price Guide: €34.75/£27.50

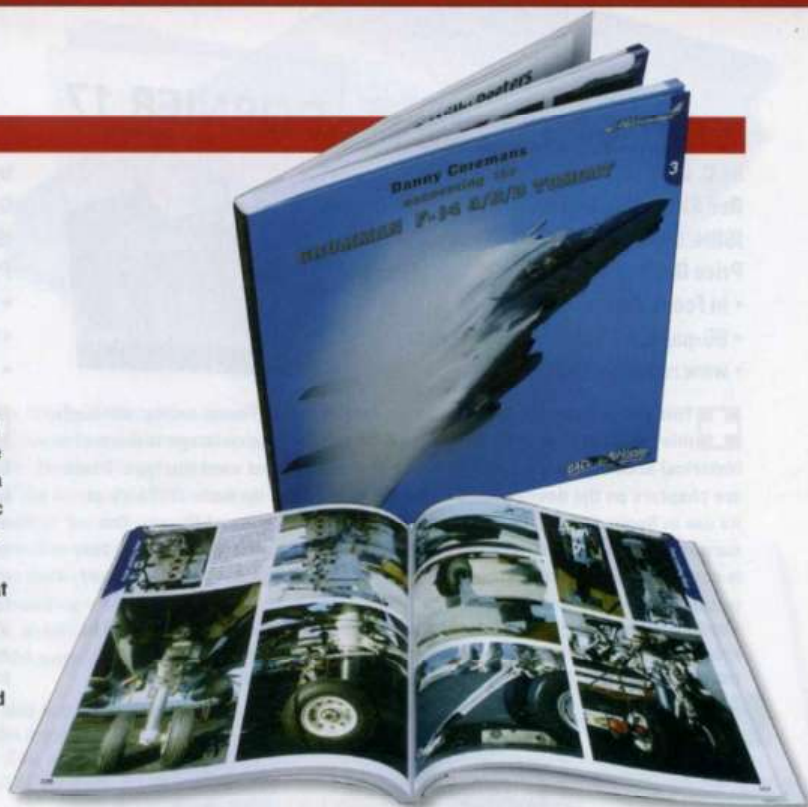
• 168-page, 215 x 240mm, laminated card cover

• English

• <http://ultra.glo.de/daco>

+ Daco set the modelling scene alight a few years back when they started this series; they did the F-16, then the F-18, then the T-38 and each time we were all agog looking at these simply stunning photo books. To call them a 'walk-around' is to miss the opportunity to call them a 'Forensic Photographic Case Study'. The coverage is that deep and that complete that once you have a title like this the only problem it does bring with it is that now you have no excuse for not getting all the detail into your models! Every part of the Tomcat is covered and the colour images are clear and well composed. The coverage goes from overall airframe views, to details of the various access panels and bays, through the cockpit, on to the engines (with them removed from the airframe no less) and finally to the various armaments carried by the A, B and D series. The title is concluded by the inclusion of a nice set of foldout 1:48 plans of the above three variants, and schematics of the cockpit for them all as well!

Verdict: Wow, what a title! This is one of those titles that if you have any affection for the F-14 (and who does not), you will want to get it. You know how good their previous F-16, F-18 and T-38 titles were, well multiple this by a factor of ten and you get some idea of what is on offer. OK, have we sold it to you yet? Go on buy it, you will not regret it.



RATING 10/10

SUPPLIED BY: THANKS TO DACO PUBLICATIONS

MiG-15 Fagot Walk Around

by H-H Stapfer

Squadron/Signal Publications

ISBN: 0-89747-495-3

Price Guide: £13.95

• Walk Around No.40

• 80-page, A4 landscape, laminated card cover

• English



+ This new Walk Around title follows the usual format for this series with a 50/50 split of black and white and colour images. The first 15 pages give overall views of the MiG-15 in service and on the scrap heap! The remainder of the book is, as expected, a mass of walk-around images of just about every aspect of the airframe, inside and out. Unlike most books produced in the West previously, this one includes details on things like the radio equipment and weapons, so it is well worth having for that alone. Diagrams show changes in the airframe throughout production and this is also very useful to the modeller.

Verdict: The photos in this title are a mix of period images, shots of airframes preserved in museums and also of those rotting away on scrap heaps, and as a result they give a wealth of information. It is ideal for the modeller and is therefore highly recommended.

RATING 9/10

SUPPLIED BY: THANKS TO SQUADRON/
SIGNAL PUBLICATIONS



Mil Mi-17

by K. Barcz & M. Kalinowski

Kagero

ISBN: 83-89088-86-X

Price Guide: £6.99

• Topshots No.11014

• 50-page, A5 landscape, laminated card cover

• Polish & English

• www.kagero.pl



+ As with previous titles in this series, this new one offers full-colour walk-around images of the chosen subject and in this case it includes the Mil Mi-8 MTV-1 and Mi-17. A decal sheet, produced by Techmod, is included and this offers markings in 1:72 and 1:35 for the Polish Navy Mil Mi-17 and Polish Air Cavalry Mi-17 seen in the various images in the title. This is supplemented with die-cut self-adhesive paint masks to spray on these options instead. Just about every area of the airframe is covered in the photographic sections and the narrative is restricted to the introduction and the captions for each image. Because many of the images have been taken of these helicopters while they are undergoing maintenance there are great shots with all the access panels open and the engines removed.

Verdict: With the type in kit form in 1:72 and 1:35 this is an ideal title for anyone considering building it. It is obviously designed for the modeller and can therefore be highly recommended.

RATING 9/10

SUPPLIED BY: THANKS TO KAGERO



books

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Dornier 17 In Focus

by C. Goss

Red Kite Publications

ISBN: 0-9546201-4-3

Price Guide: £17.95

- In Focus Series
- 96-page, A4, laminated card cover
- www.redkitbooks.com



+ This title follows similar lines to the rest of the 'In Focus' series, although this time, because it deals with an Axis subject, the coverage is more of a historical account than a detailed listing of the units that used the type. There are chapters on the development of the Do 17 followed by those that look at its use in Spain, Poland, the Battle of Britain, the Balkans and Russia. The narrative for each is very concise, with the bulk being photographic. The title is concluded with a list of known Do 17 unit codes, followed by four pages of colour profiles.

Verdict: Although a little different from those titles previously produced in this series, the combination of information and the mass of clear images makes it ideal for the modeller, so we can highly recommend it to all Luftwaffe fans.



RATING 9/10

SUPPLIED BY: THANKS TO RED KITE PUBLICATIONS

Bf 109 Defence of the Reich Aces

by J. Weal

Osprey Publishing

ISBN: 1-84176-879-0

Price Guide: £12.99

- Aircraft of the Aces No.68
- 96-page, A5, laminated card cover
- www.ospreypublishing.com



+ This is the latest title to join the Aircraft of the Aces series and it deals with all those pilots that became aces whilst flying in defence of Germany during the post-1943 period of WWII. This title follows the usual format for the series with a detailed narrative combined with a good selection of images, albeit that most are reproduced quite small, and a number of pages of colour profiles. The appendices list award recipients and the Order of Battle for 1943, 1944 and 1945. As usual, the captions for the profiles fill up the last few pages.

Verdict: This is a well established series that has a broad appeal to both aviation enthusiasts and modellers alike, and we can certainly recommend it to all Luftwaffe fans.



RATING 9/10

SUPPLIED BY: THANKS TO OSPREY PUBLISHING

F-104 Starfighter

by A. Anestis & G. Papadimitriou

Periscopio Publications

ISBN: 960-8345-54-5

Price Guide: €12.00

- Photo Gallery & Profiles No.1
- 64-page, American A4, laminated card cover
- www.periscopio.gr

+ Some of you may know this publisher's work, as they produce a modelling magazine in Greece called Model Expert. Over the past few years they have also produced some excellent specials on modelling, both aviation and military, but this new series from them is specifically about real aircraft. As the series title implies each offers a mass of details, walk-around images along with colour drawings and sketches of various airframe elements plus colour profiles and scale plans. MAI contributor George Papadimitriou has contributed many of the images and Richard J. Caruana has done the profiles and scale plans. The colour drawings are done by Vincenzo Auletta, probably the best in the business currently at this type of illustration, so the whole package is very impressive.

Verdict: This first title promises a very impressive series to come, as the quality of the colour images is such and their coverage so in-depth, that you are left without any doubts about the construction and equipment in the F-104. Richard's colour artwork is always a joy to see and the illustrations from Vincenzo add that little extra that makes this a title that we can highly recommend to all F-104 fans.



RATING 10/10

SUPPLIED BY: THANKS TO PERISCOPIO PUBLICATIONS

The 467th Bombardment Group (H) in World War II

by Perry Watts

Schiffer Publishing

ISBN: 0-7643-2165-X

Price Guide: £49.95 (\$59.95)

• 424-page, 230mm x 305mm, hardback

• www.schifferbooks.com

• English

+ Schiffer produce a wide range of titles and within this there are titles like this that deal with a specific squadron. In this case it is the 467th BG and their use of the B-24 Liberator over Europe during WWII. As you can tell with 400+ pages this is a very detailed history of the unit. The first five chapters set the scene, with a look at their activation and training, then a breakdown of the structure of the Group, followed by a look at their base in the UK (Rackheath, Norfolk) and finally a look at the B-24. By this stage the text turns to deal with operations by the Group from March 1944 through to July 1945, and this forms the main bulk with full accounts of each mission, including comments from the crews involved and lots of period images. The rest of the title is made up of a tribute to the Group's commanding officer (Col. Albert J. Shower), a special look at the work of the groundcrew, a full Roll of Honour, details of POWs and internees, brief histories of all the B-24s used by the Group, a special look at the B-24 named 'Witchcraft' and finally some anecdotes and a complete list of missions flown.

Verdict: If you are interested in WWII USAAF bomber operations then this title is a must. It is packed with both narrative and photographic information that is just so useful to the modeller. The added benefit with a title of this quality is that the images are not just all about B-24s, as there are some very interesting images obviously taken by USAAF crews at the time of visiting RAF aircraft.



RATING 9/10

SUPPLIED BY: THANKS TO BUSHWOOD BOOKS

Samourai Sur Porte-Avions

by M. Ledet

Lela Presse

ISBN: 2-914017-32-4

Price Guide: €65.00

• Collections Historie de l'Aviation No.17

• 580-page, A4, hardback

• www.avions-bateaux.com

+ Lela Presse are well-known for the Avions series and also for the very special books produced within this History of Aviation range. This latest addition to the series deals with Imperial Japanese naval aviation from aircraft carriers during the 1922 to 1944 period. To say that it is a massive work is probably to belittle it slightly, as this is probably THE title on this subject to date. The only downside for many will be that although the captions are in both French and English the rest of the book is entirely in French. The contents deal with the historical aspects of Japanese carrier aviation, charting pre-war development through to each and every action the carriers were involved with during WWII. This is followed by a section looking at each carrier in turn, then a technical section that deals with the aircraft types used. This is all supported with loads of period images, most of which are previously unpublished, and a mass of colour diagrams, charts and profiles. In these latter elements the aircraft diagrams are to 1:72 and with the carriers each is supplemented with either a line drawing or a colour profile.

Verdict: It is impossible in so few words to sum this title up as it holds so much information. The text being in French will probably limit the appeal, which is a shame because the photos and artwork alone make it a must for all Japanese aviation fans, and we most highly recommend it to all. UK readers can obtain the Lela Presse range from The Aviation Book Centre or The Aviation Bookshop, while all other enquiries should go directly to the publisher (contact@avions-bateaux.com).

RATING 10/10

SUPPLIED BY: THANKS TO LELA PRESSE



Arado Ar 234A

by J.R. Smith & E.J. Creek

Midland Publishing

ISBN: 1-85780-225-X

Price Guide: £16.99 (\$29.95)

• Military Aircraft In Detail I

• 96-page, 215mm x 280mm, laminated card cover

• English

• www.ianallanpublishing.com

+ This is the first in a new series of case studies by Midland and it deals with the early version of the Ar 234. The title is mainly technical from a photographic and diagrammatic viewpoint, but the supporting narrative is also very informative. The coverage is broken down to look first at Arado as a company, then at the jet engines that powered the Ar 234 and then into specific chapters dealing with design and development, airframe and equipment and finally what it was like to fly the Ar 234A. There are masses of large format images, many of them well known, but a few less so. There are also colour profiles and extremely useful drawings like those for the landing dolly unit used by the V5 and V7 (always welcome from the modellers' standpoint).

Verdict: Superb, quite simply a title that all Luftwaffe fans will want in the bookcase and certainly one that is almost tailor-made for modellers because of the depth of information it offers. Next up in this series will be the Henschel Hs 129.



RATING 10/10

SUPPLIED BY: THANKS TO IAN ALLAN PUBLISHING

Calling all Publishers and Authors!

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

An Ordinary Day in 1945

by P. Kassák

Mushroom Model Publications

ISBN: 83-89450-22-4

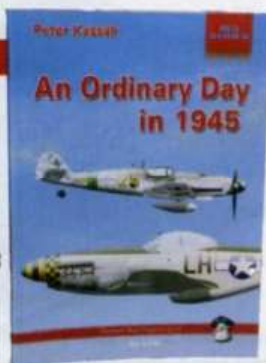
Price Guide: £9.99

(£11 inc P&P [UK & Europe only])

• Mushroom Model Magazine Special No.5108

• 80-page, A5, laminated card cover

• www.mmpbooks.biz



+ Latest in the red series from Mushroom is this new title that deals with aerial operations on the 2nd March 1945. Unlike previous titles in this range, this latest one is purely historical in that it is mainly narrative. The text covers operations over Western Europe on that day for both sides, with the 2nd TAF (RAF) and 8th and 9th Air Forces (USAAF) covered for the Allied perspective and Luftwaffe for the Axis. All aerial victories, losses and participating aircrew are listed and there are sixteen pages of colour profiles at the back that include such types as the P-51, B-24, B-17, Tempest, Spitfire, Bf 109, Fw 190, Me 262 and Ar 234.

Verdict: This is another good title that I am sure some modellers will find useful. Modellers in the UK can obtain this range from various outlets, while those in the USA can obtain them from MMD and those in Australia should contact Platypus Publications.



RATING 7/10

SUPPLIED BY: THANKS TO MUSHROOM MODEL PUBLICATIONS

Photo Reconnaissance Spitfires in Worldwide Service

by J. Freeman

The Aviation Workshop

ISBN: 1-904643-15-9

Price Guide: £15.00

• On Target Profiles No.8

• 48-page, 210mm x 297mm, laminated card cover

• English

• www.theaviationworkshop.co.uk

+ If you don't know about the profile series here it is in a nutshell, it is a large collection of colour profiles, easy eh! This latest addition to the series looks at PR Spitfires and covers from the early RAF-operated conversions based on the fighter airframes, right through to the specific PR marks. Foreign use of the latter type is also covered, as well as RAF and foreign use of the Fighter Reconnaissance (FR) versions. The mix of profiles is about 70/30 in favour of single side-views, but that 30% is made up of complete four-view sets as well. The captioning of all of the profiles is extensive, with a good 100+ words per subject, and the published source on which it is based is also quoted each time. Photographs are restricted to two pages towards the middle of the title.

Verdict: PR Spitfires are certainly some of the most colourful, but also some of the most neglected, so this new book is ideal for Spitfire aficionados and just anyone with a liking for PR aircraft and operations during and directly after WWII. Don't forget Model Alliance do three sets of decals in both 1:72 and 1:48 depicting many of the options seen in this book.

RATING 8/10

SUPPLIED BY: THANKS TO THE AVIATION WORKSHOP

Grumman JF/J2F Duck

by A. Jarski

AJ-Press

ISBN: 83-72337-169-5

Price Guide: £16.99 (\$29.95)

• Monografie Lotnicze 98

• 136-page, 210mm x 297mm, laminated card cover

• Polish

• www.aj-press.com



+ This series should be well known to all, in both this, the Polish language version, and the English editions (Aircraft Monograph). This latest addition is one in a much larger format, with over 100 pages this time. The formula for the contents is the same, lots of narrative on both the development and operational use of the Duck, coupled with loads, and we mean loads, of period photographs and diagrams. Service with the US Navy and Coast Guards is covered in detail, along with civil and other nations' use of the type. There is even a section dedicated to the Columbia JL-1 monoplane derivative. The title is completed with a good selection of 1:48 plans and various colour profiles.

By the way, all the photo and colour profile captions are in English. **Verdict:** With the type already done in 1:72 and the Classic Airframes version due back soon in 1:48, this is a title that will be very useful when building any of these kits. If you are just interested in the type, amphibian aircraft or USN and USCG operations, then this is one you will want to add to your collection.



RATING 9/10

SUPPLIED BY: THANKS TO AJ-PRESS



Battle over the Reich

by Dr. Alfred Price

Classic Publications

ISBN: 1-903223-48-2

Price Guide: £27.99 (\$49.95)

• 320-page, 230mm x 305mm, hardback

• www.ianallanpublishing.com



+ This is the second volume in the coverage of the bombing offensive over Germany from 1943 to 1945. The text covers the offensive, night and day, as well as the operations against the German oil industry, the offensive during September to December 1944 and the final stages from January to May 1945. Also covered are the various 'wonder weapons' being developed by Germany in the latter stages of the war. The title is very well illustrated with a mix of period black and white (and some colour) photos plus a number of colour profiles. The narrative text is well written with details of the tactics used by both the bombers and the Luftwaffe pilots trying to shoot them down, so it gives a nicely balanced view of the whole offensive.

Verdict: This is an excellent title and a good companion to the first volume. The text is well written and easy to read and the images have been produced nice and large, which is always useful. It is a book that can be highly recommended, whether you want to see the RAF/USAF or Luftwaffe viewpoint for this offensive.



RATING 9/10

SUPPLIED BY: THANKS TO IAN ALLAN PUBLISHING

Lisunov Li-2 - The Soviet DC-3

by Y. Gordon and S & D. Komissarov

Midland Publishing

ISBN: 1-85780-228-4

Price Guide: £19.99 (UK), \$36.95 (USA)

• Red Star Volume 27

• 128-page, 280mm x 215mm, laminated card cover

• English

• www.ianallanpublishing.com



+ The DC-3 is world-renowned and the official license-built version produced in Russia is probably just as well known, even though most probably think it was an unofficial copy. This new addition to the Red Star series charts the licence production of the DC-3 in Russia from 1936, initially as the PS-84, and on through until production moved in 1941 to Tashkent and it became the Li-2. All of the service use and development of the type is covered, including the Li-2VP bomber versions. There is a great mass of period images, both overall and in great detail, so you should have no difficulty in understanding the subject once you have read it all. Wartime operation of the PS-84 and Li-2 is covered in detail, as well as post-war use in a variety of roles and by a large number of Communist nations. The bulk of the content is in black and white, but there is a colour section towards the end offering colour profiles of various machines and a nice mixed bag of period and modern colour photographs of the type.

Verdict: If you ever considered converting a DC-3/C-47 to a Li-2 then this is the book you need, as there is so much detail that this is the type of title we modellers like to have in the library. Also, of course, if you are a DC-3 fan then this adds the 'Russian connection' to the story and so can be highly recommended.

RATING 8/10

SUPPLIED BY: THANKS TO IAN ALLAN PUBLISHING



Projekt Natter - Last of the Wonder Weapons

by B. Gooden

Classic Publications

ISBN: 1-9903223-62-8

Price Guide: £24.99 (\$44.95)

• 144-page, 226mm x 303mm, hardback

• English

• www.ianallanpublishing.com



+ The Natter has got to be one of 'those' designs, in as much as today it just looks like a comic-book idea but in the latter stages of WWII a point-interceptor like the Ba 349 was desperately needed by Germany. This new title is in the standard formula associated with the Classic Publications series (e.g. Me 262, Me 163, Hs 129 etc), albeit smaller as the subject is not that large from concept to 'operational' use. The bulk of the title deals with the political thoughts behind the project in the early stages, those men involved with it and the production of the first prototypes. The fifth chapter looks at the glider trials undertaken with the M3 prototype, while the sixth looks at how the views had changed by the time the Natter was nearing completion. Chapter 7 looks at the various trials of vertical launches of the Natter without a pilot, followed by one dealing with the test launch in which Lothar Sieber lost his life. The remaining chapters look at the proposed operational deployment of the type, plus their eventual retreat and capture. A post-war evaluation of flying the type is also reproduced in the title, with details of the medical aspects of undertaking a vertical take-off in a rocket-propelled aircraft.

Verdict: An excellent title and probably one that will be considered 'the' definitive work on the type for many years to come. The title benefits from a well-written narrative combined with lots of period images and it is highly recommended to all Luftwaffe modellers



RATING 10/10

SUPPLIED BY: THANKS TO IAN ALLAN PUBLISHING

F-100 Super Sabre

by G. Paloque & F. Weill

DTU sarl

ISBN: 2-912749-08-5

Price Guide: €24.00

• Flight Colors No.1

• 98-page, 210mm x 297mm, laminated card cover

• French & English



+ This is a brand new series from well-known French publisher DTU. It is, as the series title suggests, a massive collection of colour profiles of a specific type, in this case the F-100. The first 18 pages are a narrative history of the F-100, split 50/50 on each page in French and English. The rest of the title is a mass of profiles, organised by operating department, so you get USAAF TAC Wings first, in numerical order, followed by USAF, PACAF and ANG units. The final few sections deal with miscellaneous US-based operators, then the coverage moves on to deal with export examples from Denmark, France, Taiwan and Turkey. There are up to five side profiles per page, no four-view sets, but the captions are in both languages as well and quite detailed.

Verdict: This is certainly a really impressive selection of F-100s and if you modelled them all you would be doing it nearly forever! There is an excellent diversity of subjects, markings and colour schemes and this is made very usable by the multi-language format. If you like the Super Sabre in service with any nation then this book is for you.

RATING 9/10

SUPPLIED BY: THANKS TO DTU SARL



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

MESSAGE FROM THE EDITOR

1/72 SCALE WAR BIRD COLLECT

Produced under license from Boeing Management Company. P-51D MUSTANG & NORTH AMERICAN are among the trademarks owned by Boeing.

'North American™ P-51™ Mustang™' -
Modelling of the Future!

One of the biggest issues currently in our community is the attempt by, so far it seems, certain American aircraft manufacturers to claim licensing fees from model companies. To date we have heard comments about this relating to Boeing (sorry, Boeing™) and Pratt & Whitney, but it will affect our entire hobby before too long. Agree or disagree, the problem is here to stay and it is also quite legal for these firms to seek licensing fees from anyone producing a replica of any of the products they, or member companies of their consortium, have created. It may well be that this will therefore soon spill over into all forms of 'manufactured' products in our hobby, after all even the MOD now has a copyright on the RAF roundel and fin flash! What it will mean to the hobby is rising costs, IF all these firms and organisations insist on the licence fees. The flip side of this is that sadly those firms that flout the law, or operate in countries that simply don't abide by them, will just keep on making stuff without authorisation and those trying to abide by the rules will be priced out the market. We have all seen trademark logos appearing on kit boxes nowadays, take Tamiya's lovely 1:72 P-51D Mustang, note the 'Boeing Officially Licensed Product' in the top left hand corner (Boeing own North American) and there are others out there as well. One can only hope that sense prevails and this multi-national firms decide that charging a very small firm x-amount of money to make a resin kit, decal sheet etc of one, or to fit one, of the products they made in the past is just not worth their effort and we will be left to enjoy our hobby. If not, all that will be left are those products produced by firms that no longer exist or, many are going to hate this, those made for the Third Reich in WWII, after all what suit-and-tie company lawyer is going to stand up in court and state that his firm made those items for the Nazi regime!

Time will tell, but let's hope that enjoyment of our hobby is not about to be crushed by those who have no interest in it other than to make 'an easy buck' out of it!

Richard A. Franks - Editor, Model Airplane International

PROP WASH!

DEAR MAI

LOVE THE MAGAZINE, but having just read Issue 9 from cover to cover I think it must have been printed about 1944 - before the invention of the jet engine. We're not all propeller heads you know! My particular interest is Naval jet aviation, especially the 60s and 70s - would love to see some more of that genre.

Regards

David Francis

Ed Says: Thanks David, we have had a lot of new WWII aircraft kit releases of late and as the contents of MAI is dictated by what is new we may have been seen to have been a bit too heavily weighed towards one genre. Sorry about that, we do have the F11F Tiger coming up in Issue 12, as well as a number of other jet subjects in Volume 2, so hopefully that will meet with your approval. Just so many kits and not enough days/hours/pages each month!

WOWED!

HELLO,

I JUST WANTED to take a minute and thank you SO much for delivering my magazines SO quickly! You guys are GREAT! These were a birthday present that my wife had bought for me. I looked through a couple of the issues today and WOW, what a wonderful magazine. You have done an awesome job on putting together, in my opinion, the BEST aircraft modelling magazine that is published today. You have definitely listened to us wing nuts. I have been building models now for over 25 years and something different everyday amazes me about this hobby. Your magazine has yet WOWED me again.

Thanks again and take care.

Jeff Hinchee - USA



Ed Says: Thanks Jeff, glad to know that you are enjoying what we offer in MAI and I hope you enjoy reading it each month. This hobby of ours is certainly growing all the time and that is why ADH came into the market with MAI to bring their style and presentation to us all, and rest assured I am just as wowed each month as you are by what these guys can create!





ALBATROS OBSERVATIONS

DEAR SIR

JAY LAVERTY has done one heck of a job of the Albatros in Issue 8. The interior wood finish method is something I will use on my smaller Albatrosses.

Truly outstanding. What Jasta are the markings from? The source of the markings is not in the article; Think it is Jasta 4, per one of my sources (Osprey's Albatros Aces of World War I). (Mr. Editor: The marking source should be told in an article)

Some observations:

1. Thank you for pointing out the sagging of the wings. It is a shame, but admitting it doesn't detract from the model, and enhances the review.
2. A minor gripe, the wing as it is rigged on the model is for a D.V, which was not compatible with the D.III. The D.Va and the D.III top wing were interchangeable. Only an Albatros nut would notice this so you will probably get several (thousand?) outraged letters. Tell Jay to ignore these, his Albatros is excellent. Excellent Magazine.

Tom Anderson

Ed Says: Thanks Tom, Jay's build was indeed excellent and it was good to include a build of a large-scale WWI subject in MAI for a change. The lack of source information for the markings is simply that we did not have it to hand. We only have a limited number of reference titles in our libraries, regardless how extensive we think they are, so if neither the Editor nor author can supply it there is not a lot else we can do. I suspect the mix-up with the rigging was probably because either no information is included in the kit, so Jay had to go with what he could find, or the wrong information was included. As you say, only a complete Albatros nut would notice this, but it is a valid point to raise to forewarn our readership, so thanks for that.

A MATTER OF SUBJECT

DEAR EDITOR

AS A NEW subscriber I have to say that I have been impressed with the magazine so far - great design, lots of articles and superb photography. However a gripe I have about the magazine is the repetition factor. In the last few months we have seen some superb models, but do we need to see the same subjects, albeit in another scale and/or by another manufacturer, within such a short period of time. A brief perusal of the covers over the last 5-6 issues would lead one to believe that only F-16's, F-18's, P-40's and Fw 190's are being produced. And next month yet another Fw 190 and another P-40 - boring! Sure I have some of those aircraft in my collection, maybe not from those model companies, and the quality of the modelling in these issues is exquisite - but I don't want to read about them over and over and over!

It pains me to see manufacturers like Hasegawa releasing yet another Bf 109 with a new decal set, or Tamiya releasing yet another Tiger tank - what happened to the beautiful releases of a few years ago. Tamiya started off with a few classic 50's jets and then ... Zip. Hasegawa the same - great A-4's and F-104's and now just the same models regurgitated with new decals. Guys like Trumpeter, Classic Airframe, Eduard, Roden, Special Hobby, etc are putting these guys to shame in terms of subject material and output.

And so it goes with the magazine - how about some articles on the more esoteric subjects - not another bloomin F-16! Don't get me wrong, the F-16 is one of my favourites, but I'd like to see how another modeller tackled the resin and PE of a limited-run kit, or the fit issues of a kit with no 'lego' tabs, or how the modeller had to scratchbuild a cockpit that wasn't included with the kit - not another shake-n-bake from Tami-gawa - I want to see more technique rather than 'how great this kit falls together'.

But otherwise it's good.

Regards, Robert Willis - New Zealand

Letter of the Month

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

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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

RESIN - THE HIDDEN DANGER

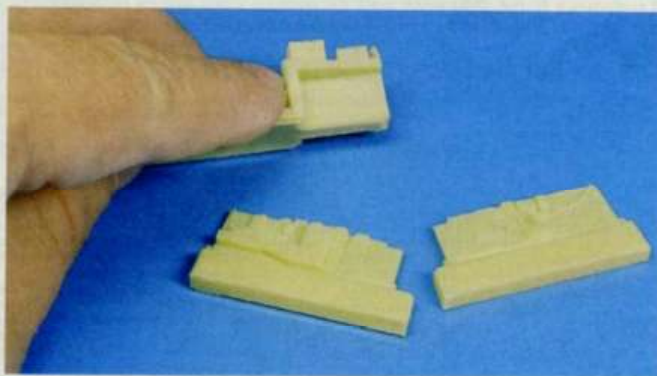
DEAR RICHARD,

I sat down the other day with the latest MAI (keep up the good work!) and saw the item on 'Painting resin cockpits'. "Ah, good!" I thought, being a great fan of the Neomega product. But as I read, I was brought up sharply. Using a Dremel tool on resin! As Harry Enfield would say, "O! no! stop!" It is important to remember the basic thing about working with resin - wear a face mask when sanding or working with resin and always sand resin wet. Polyurethane resin dust is carcinogenic. And before anyone starts muttering about "nanny state", let me point out that over the years, a number of fine modellers have died of lung cancer through inhaling resin dust - just the sort of thing that's flung about when you work resin with a power tool. It's reasonably safe to carve thin resin flash or webs off with a sharp blade, but all sanding of resin should be done wet, whilst wearing a respirator and doubly so when using a power tool.

Best wishes,

Robert Day (UK)

Ed Says: Very valid point there Robert, and apologies to all for not adding a larger warning on that first part of Jeroen's guide. We do carry safety warning throughout MAI each month, as footnotes on all main feature pages, but it is probably best also to add larger notes when covering specific techniques and I will try to remember this in future. See my Last Word this month for more on this topic, and details of one of the types of respirator available.



Ed Says: As I have said before, the contents of MAI is very much dictated by what is new out there, so if the manufacturers choose to all go along the same route for a time we are going to be covering what they do. In our defence I should point out that we have featured kits like the Czech Model Skyknight, Battleaxe Albatros D.III, Roden Fokker DR.I, Trumpeter Wyvern, Special Hobby Buffalo, Accurate Miniatures Vindicator, etc, etc, so we are not stuck in a rut covering the same old subjects time and again. We have covered just about all the major releases since our launch from all the top manufacturers, and sprinkled in a good mix of other releases from the smaller names in our hobby as well. The mix is good, but I under-

stand that you want more, we get so many people asking for more, more, more! With limited space and time it is always going to be difficult and as an experienced editor I know it is impossible to satisfy everybody all of the time. Techniques are topics we are covering separately and I plan to offer one technique per edition, starting with the two we have already seen from Jeroen in Issue 9 and 10. I would also like to do some more builds that actually focus on working with that type of kit, but it all depends on contributors, so if there are any of you out there who feel up to the task and have the skills to do the modelling, writing and photography (never an easy task I know), then please drop me a line.

next issue

Now let's get all enthusiastic about next month's edition! On Sale 22nd June 2006



Tiger Blues
The Fonderie Miniatures 1:48
Grumman F11F-1 Tiger built by
Pierre A. Lambert

Russian Knight
Ian Ruscoe builds Revell's lovely,
not-so-small, 1:144 An-124 Ruslan



Bristol Beaufort by
Richard J. Caruana

Richard J. Caruana
colour profiles with all
our main features

Soviet FX

Trumpeter's 1:32 MiG-29M Fulcrum E
built and updated by Jay Laverty



Plus all the latest news and kit, accessory, decal and book reviews.

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THE NEXT ISSUE OF MODEL AIRPLANE INTERNATIONAL IS ON SALE 22ND JUNE 2006



SAFETY FIRST

We all know that many of the compounds we use could be harmful, so isn't time you had some safety kit?

In our hobby we are all aware that we deal with potentially harmful substances as a by-product. 30 years ago it may have been the case that little in the way of specific safety equipment was available to the hobbyist, but nowadays with COSHH regulations there is a mass of safety equipment out there. With this in mind I thought it would be good to finish off this month by just making a request for all of you to make serious consideration of your own and others' safety in how you undertake your hobby. Last month we noted in Jeroen's technique feature the hazard represented by sanding resin, and the need to consider just how the dust particles could be distributed when using things like a motor tool or sandpaper. The latter can be overcome by working with wet 'n' dry paper and water, but you still have to ensure the slurry does not get dry, or it becomes airborne once again. Using a power tool or power sander is best avoided, unless you have a full clean-air circulation and filtration system installed in your workshop! It is true that buying safety equipment can be expensive, but how much is your long-term well-being worth to you? Even if you think you are invincible and don't need protection (who are you kidding!), then you have to consider others in your household, so for a start how about investing in a vapour and particle respirator. First of all don't hold up one of those little masks you get in DIY shops and say, "I've already got one", as they are as much use as a chocolate teapot. What you need is a specialist respirator, known as a half-mask, and it needs to be fitted with a filter unit that can deal with both organic vapours as well as particles. I have just had to replace my old respirator, after about a decade of excellent service. In doing so I had

to read up on all the safety documents to find the current type of mask and filter combination that would meet my needs. As always the nomenclatures and reference numbers all change over time, so a quick check of the Scott website (www.scottsafety.com) soon gave me the information I needed. I therefore opted for Scott's Profile 2 respirator fitted with AIP3 filter units. The 'A' element of the filter code tells you that it deals with gases and vapours from organic compounds with a boiling point above 65°C (e.g. all petroleum-based paints), while the 'P3' bit means it protects against solid and liquid hazardous particles. The combination of both seemed ideal to me, but I would advise you all to take time and read up a little on the subject via the various brochures and information sheets available to download on the Scott site. The Profile 2 was duly ordered from a suitable UK supplier and arrived the next day. In all, even with an extra set of filters, and I had gone for the 'long duration' version as well, it cost me less than £40, well worth investing in for the well-being of your lungs! Oh, and by the way, if you are going to tell me you don't need a respirator because you use acrylics, and they are water-based, think again, anything sprayed is dangerous and most acrylics are just -water-modified enamels or cellulose, so they are just as harmful.



As a little test, if you need further proof before investing in a professional respirator, give Little-cars.com a call and purchase one of their entry-level half-masks; they only cost £5 and come with a filter unit, so they won't break the bank. Put it on for a couple of evening sessions of spraying, then take it off and look at the filter – all that lot would be going up your nose and into your lungs – now is it worth investing in a respirator?

Richard A. Franks
Editor – Model Airplane International

THINGS TO DO...

Things start to quieten down a bit for the May-June period, mainly because the holiday season is upon us. However you can finish off May with a visit to the Torbay Military Modelling Society, Model 2006 at Torquay Town Hall on the 27th (Contact Les Wells on 01803 844977, email: welly_2002@yahoo.com, while in June you can combine a visit to the Military Vehicle Weekend with the MAFVA Nationals 2006 as both are on at the IWM Duxford, Cambridge on Fathers Day (18th June).



EDITOR'S CHOICE

Face Painting Made Easy

As aircraft modellers we do come across occasions when we need to paint a figure, so this new boxed set of acrylic paints specifically for this purpose from Andrea is well worth investing in. The set comprises six plastic bottles of flesh-tint colours and there is a little instruction booklet with stage-by-stage photos to show you how to use the colours to achieve effective flesh tones on a model. Haven't things changed since we all had one tinlet of paint called 'flesh'? The Andrea range and this set is stocked by a number of outlets in the UK, but we got our sample from Little-cars.com, so they get the credit. If you want to know more, contact them at info@little-cars.com or visit them at www.little-cars.com.





WOLFPACK'S NEMESIS



#12535

Hudson MK. IV/V

Built in 1938 to meet the requirements of the British Purchasing Commission, the Hudson was in extrapolation of a long series of twin-engine aircraft previously produced by Lockheed. At the outbreak of WWII, many RAF Coastal Command squadrons were already equipped with this plane and on 8th October 1939 it achieved its first success when it shot down a Dornier Do.18 off Jutland. Soon, the U.S. Navy began placing orders for the Hudson, as did Canada, Australia, New Zealand and Brazil. Steady development saw the emergence of tougher, better equipped versions that were a favourite with crews and highly effective in the war against submarines: by the end of the war Hudsons had sunk 25 U-Boats, and in only 5 of those cases was cooperation with other craft required. On the whole, it was exceptionally efficient, especially when one considers it was originally designed for civilian use.

**1:72
Scale**

Italeri Kits are distributed in the UK by:
The Hobby Company, Garforth Place, Knowlhill, Milton Keynes, MK5 8PG
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8 TONS OF OVERPOWERING FORCE

1/48 scale REPUBLIC P-47M THUNDERBOLT® (Item 61096)

Juggernaut of the Skies

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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

Decals for 3 different markings included



61st Fighter Squadron, 56th Fighter Group, 8th Air Force, Lt. Russell Kyler



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

Includes 3 different styles of dorsal fin

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Choice of 3 sets of markings: image shows 61st Fighter Squadron, Capt. Witold Lanowski

Trace the Evolution of the P-47 on a 1/48 Scale



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