

Model AIRPLANE INTERNATIONAL

JET-PROPELLED SPARROW

Geoff Coughlin builds Tamiya's new
He 162A-2 from the box



NAVAL CRUSADER
ACADEMY'S LOVELY 1:72
F-8E CRUSADER UPDATED
BY NICK J. WIGMAN



ARTICLE IV FOKKER

Eduard's 1:48
Fokker D.VII
built by Mike
Capell

Wild Horse

Ian Ruscoe builds the new Academy 1:48 CH-53E

ACCESSORIES

22 new products reviewed this month

DECALS

27 new sheets reviewed

KITS

9 of the latest releases assessed

BOOKS

9 new titles for the aircraft modeller

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

The Last "Gunfighter"

The F-8 Crusader was the last US fighter designed with guns as its primary weapon. Experience in Vietnam has since re-educated American military aviation in the art and science of the "dogfight," and most fighters now incorporate guns as an optional weapon. This ultimate airwar environment, dogfighting, left "missile only" armed aircraft at a distinct disadvantage in close combat – the Crusader was not so handicapped. The F-8 enjoyed the highest kill ratio of any fighter employed in Vietnam, and while most of those kills were by Sidewinder missiles, guns were often used – sometimes in conjunction with AAM attacks. As a result of its enviable combat record, the Crusader was proudly nicknamed "the MiG Master."



F-8E Crusader "US Marines"

Kit features detailed exterior, cockpit, wheel wells, speed brake well, and landing gear. Also includes optional-position wing and intake trunking and multi-part canopy. MERs with Mk 82 Snake Eye bombs, Zuni rockets, AIM-9 Sidewinder AAMs. Decals for 2 USMC aircraft of VMF (AW)-232 and -333, 1967. **MH1615 \$19.96**

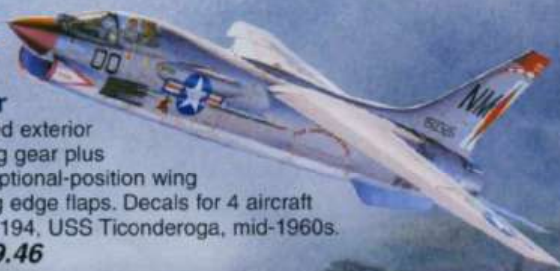
F-8P Crusader French Navy Special

Kit features detailed exterior, cockpit, wheel wells, speed brake well, and landing gear. Also includes optional-position wing and intake trunking and multi-part canopy. Decals for French Navy. **MH12407 \$26.96**



F-8E Crusader

Kit features detailed exterior cockpit and landing gear plus two-part canopy, optional-position wing and leading/trailing edge flaps. Decals for 4 aircraft of VF-191 and VF-194, USS Ticonderoga, mid-1960s. **HE07225 \$39.46**



F-8J Crusader

Kit features detailed exterior, cockpit and landing gear. Decals for 2 aircraft: VF-24 "Checkertails" and VF-211 USS Hancock 1973. **HE07226 \$39.46**



Squadron Signal
Publications



F-8 Crusader Walk Around (SC)

Inside and out photo-coverage of the US Navy and Marines' vaunted "Gun Fighter." Includes details of cockpits, landing gear, wheel wells, engine, airframe, and more! This volume contains more than 180 photos plus 12 full color profiles; **80 pages.**

SS5538 \$13.46



F-8 Crusader in Action (SC)

An insightful look at the Cold War era US Navy carrier fighter, this volume includes full color profiles, black and white line art, technical data, and more than 90 black and white photos; **50 pages.**

SS8273 \$13.46



F-8 Crusader in Detail & Scale (SC)

In-depth look at all variants of the US Navy's/Marines' F-8 Crusader, including details of the airframe, cockpit, landing gear, engine and weapons. Also features modeling section and detail drawings; **72 pages.**

SS1070 \$10.46

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Colour Profiles

Richard J. Caruana provides colour profiles for our main features



DISPLAY CASE

DISPLAY YOUR WARES

Now available in a comprehensive range from Trumpeter are plastic display cases of various sizes. The one pictured here is 316mm (long) x 276mm (wide) x 136mm (high) and thus suitable for aircraft up to 1:48. The range so far includes fourteen different size cases, one plinth and one turntable. The one pictured is £9.99, so for more details contact Pocketbond on 01707 391509 or email info@pocketbond.co.uk.

Ultimate 1:72 Buccaneer

CMR have recently issued their stunning resin kits of the Blackburn Buccaneer.

Offered as either the S Mk 2A (#143/£57.99) or S Mk 2B (#143/£57.99) they each contains 150 resin parts including a complete payload, full cockpit and a huge decal sheet printed in two parts with a choice of seven options and full stencilling. Also included are photo-etched parts, canopy paint masks and a 16-page instruction sheet with a photo supplement. Wow!



Islander's Return

Back once again after quite a while out of production is the Airfix Britten-Norman Islander (#03067), although this time the Defender option is also included in the box. The kit is pretty basic, standard 1970s fare, but it does have excellent decal options for an Aurigny Air Services and Milford Sound Flightseeing Islander, plus a Defender of the Philippines Navy.

Win a trip to Trumpeter's factory

At this year's IPMS/UK Nationals there will be a competition for from-the-box Trumpeter kits and the top prize will be a trip for two (UK residents only) to Hong Kong and a visit to the Trumpeter factory. Pocketbond are sponsoring the competition in conjunction with the IPMS/UK and all entries must be pre-registered by 30th October (for a fee of £2). Visit www.ipms-uk.co.uk for full details.



Parafilm M

Many of you may recall this wax film that came into fashion a few years back within the hobby for masking. It originates in the scientific world, where it is used to seal laboratory equipment, and it has not been readily available in the UK. Well that has all now changed and you can buy handy packs of 24in long lengths of the 2in wide version from Little-cars.com for just £2.50.



SCALE CALIBER

Metal tubing is always useful in our hobby, for gun barrels, pitots etc. and the Scale Caliber range stocked by Cammett certainly has a vast range of sizes. The tube comes in 'hard' or 'soft' form, the latter you can bend, the former you can't! For more details visit www.cammett.co.uk or drop by the stand at many of the UK model shows throughout the year.



Concorde's 30th Anniversary

July 2006 marks the 30th anniversary of the first British-built Concorde (002) completing its test phase and being handed over to the Fleet Air Arm Museum. To mark the occasion, the Museum will host a Concorde Celebration day on Saturday 29th July with a flying display of jet model aircraft by the BMFA (British Model Flying Association) and a series of talks by experts. For more details visit the FAA website at www.fleetairarm.com or call 01935 842638.



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



FOILED AGAIN!

We tend to use more and more materials in our hobby nowadays, and one of the most useful is metal foil, especially in very fine gauges. Well, you can now buy a range of both brass and aluminium foil in various gauges. Each sheet is 15cm square and retails for £2.50, so give Little-cars a call to find out more.

New Hannants London shop opens

The 31st May marked the sad closure of the Hannants store at Colindale, but just ten days later a new shop opened just up the road at Unit 2, Hurricane Trading Estate, Grahame Park Way, Colindale NW9 5QW. The shop is near the RAF Museum and is packed to the roof with kits, accessories, decals and books. If you are in the area, drop by, as the guys will be delighted to see you and it is well worth the visit (as is the tea by the way Marcus is clutching his cup!)



SOMETHING COMPLETELY DIFFERENT!

When Hasegawa first announced these sets we all smiled, as 'only in Japan' would they make mopeds look like aircraft so the team can do displays when the weather is bad! Well, not really, as the RN had their bicycle display team at Yeovilton for many years, complete with smoke! Anyway the first set, depicting the Honda Dio-based T.3 Jr team from Shizuhamu AB (#X48-21/£1500), is now out in Japan and includes three machines (all snap-together) complete with waterslide or self-adhesive paper markings. Who said aircraft modelling wasn't fun!



Scale Rule

Although we probably don't all want to measure the scale accuracy of a model, this new 1:48 scale rule from Cammett is useful as it is very flexible and therefore can act as an ideal rule for rescribing and cutting. At £4.50 it is certainly well worth adding to your tools.



Fine Art

We all have paintbrushes, loads of them usually, and most of them not that well looked after! Most of us also know that very fine brushes are extremely useful, but we also know that these are usually 'art' items and tend to be very expensive. You can now get around this with these excellent new brushes from Vallejo, available from size 3 down to 00000, they retail for £1.80 each. Distributed by Creative Models and available from all good model shops.



Italeri Airings

Italeri keep many of us happy with regular reissues and the most recent batch includes their massive Me 323D-I Gigant (#1104/£23.99) plus the Lockheed YF-12A 'Thing' (#1141/£11.99) in 1:72 along with the ex-Escii MiG-23 Flogger (#2649/£12.50) and ex-AMT/Ertl Douglas A-20B/Boston Mk III (#2656/£16.99) in 1:48



Classics from Revell

Revell are known for reissuing kits, nowadays including those from Hasegawa, and the recent batch is no exception. Just released by them is the ex-Hasegawa P-3C Orion (#04638/£19.99) in 1:72 and the ex-Monogram Republic F-84F Thunderstreak (#04526/£12.99) and ex-Hasegawa F-86F-40 Sabre in Canadair CL-13 Sabre Mk 6 form (#04562/£14.999) in 1:48. The latter kit is identical to the version released by Hasegawa as #09680 with the resin wing tips and cranked metal pitot tube. The kit does not include the 'sugar scoops' of the Orenda-powered Mk 5 & 6 Canadian versions though.

IWATA: ECLIPSE



These are the two parts of the quick-release coupling. The piece to the right is available to fit Iwata or Badger airbrushes, while the other part is universal



The in-line moisture trap has a tyre valve set into it (visible at the top), which allows you to vent out moisture



The airbrush broken down into component form. The only item not visible is the fluid tip in the body which I had not wanted to remove without suitable (plastic) tweezers to avoid damage!



Here is the moisture trap and quick-release coupling in position. I use mine the other way around now, as it is better to have the coupling above the trap

REVELATION!

Sometimes something comes along in this hobby that just makes you sit up and take note...

In pursuing a hobby we all try to juggle both improving our 'game' as well as learning new techniques and technology. It is not always easy, but there are so many useful bits of equipment around that once you have them you would just never go back (like a dishwasher - I said a dish-w-a-s-h-e-r, oh forget it!). Nevertheless, one of the things I have always had a bit of a fascination with is the whole process of airbrushing, more so the skill of others than my own. I started like everyone with a motley collection of paintbrushes and never had the money until about 12-14 years ago to purchase an airbrush. I opted right from the start not to use canned propellant, simple because as a teenager I worked in the holidays with my uncle in his motorcycle repair

business and knew just how good a real airbrush and compressor could be. In the intervening years I have struggled to get to grips with working with an airbrush and have to admit I was quite pleased with my level until I started to encounter the likes of Steve Evans, Marcus, Spud etc. Having seen how it should be done I started to rethink the whole process and get to grips with it. But then I experienced a bit of a revelation. I got hold of an Iwata airbrush. I had heard about them before and got to see them in use when I joined ADH, but it was not until I actually got one that I realised that this was all of a sudden a whole different ball-game. Don't get me wrong, I still enjoy using my Aztek and Revell Profi airbrushes, but once I had my greasy mitts on the Eclipse HP-BS it was quite

a surprise. Weight, balance, position and performance were all there, and the operation of the unit when spraying my preferred medium, enamel, was just soooooo good! OK, I hear you say, so what is so good about it in comparison with other airbrushes. A difficult one to answer and I think it is probably just a combination of little factors. I have used an airbrush since about 1991 and have owned and tested many more in that period, so I feel I have a good understanding of most factors. I had an airbrush from DeVilbiss, lovely, hard to find spares and really 20+ years old and designed for graphic artists. I had a Badger 150, lovely, very user friendly but it seemed to wear out needles and fluid heads for a pastime. I still have an Aztek, love it, liked the unique nozzle system but they don't clean up well and



The overall package is nicely 'balanced'

WRITTEN BY RICHARD A. FRANKS

I have to admit the only bit I hate about it is the airline location at the back - how many times have I caught that and tipped the gun forward, splash! I also have a top-feed Revell Vega-system Profi, lovely gun, will still continue to use it, however it is better for overall work than detailed stuff when you put it alongside the Iwata.

If you have a look at the accompanying images you will see that the Iwata looks like any other airbrush, true, but it just operates so much better. You will also see that I have a couple of nifty little bits attached to it in one shot. The clear thing attached directly to the bottom is a pistol-grip filter (#FA450), which is to you and me a water trap. This concise little unit has a super-fine 5-micron filter element in it and a spring-loaded release valve to vent

off pressure. The best location for a water trap is as near as possible to the airbrush, but it is also good to have one on the outlet from the compressor. This little beauty comes to the rescue so you can have the one on the compressor and add this one to the airbrush so no particles or water get into your airbrush and spoil its operation. Below the filter you will see what looks like a long metal coupling. This is one of the neatest little devices I have seen to date for hobbyists, as it is a bayonet, quick-release, connector. You all see these on air-tools in garages etc., well this little version fits to your Iwata (they also do one for Badger airbrushes as well) and allows quick removal of the airbrush from the airline. No more hissing air as it rushes out of the pipe, no more struggling to spin the airbrush onto the air line with

a full paint cup, and, if you have more than one airbrush, quick and hassle-free changing from your fine detail gun to the overall (siphon-feed) 'varnish sprayer'!

OK, so as you can see I am taken with my Iwata and if you are thinking of updating or replacing an existing airbrush, or you are in the market for a new one, then give some serious consideration to an Iwata. The Airbrush Company Ltd brings the Iwata brand into the UK and Cammett do distribution, but you can also get these directly and at shows from Little-cars.com. The one shown here they sell at £115 and if you purchase a Sprint Jet compressor at the same time they do the bundle for £292. Little-cars.com also stock the Graphic-Air extractor cabinets (£240), which is a very wise investment if you intend doing spraying indoors. The quick

release connector was around £18 from them and the filter unit although usually around £25, was (at the time of writing) on special offer at around £12, so these are also well worth considering.

A lot of money all told, but having recalled seeing the bill for a professional airbrush in the 1980s at around £3k, it is amazing to see just how the prices for such quality equipment has tumbled in the last couple of years. ■

■ If you want to know more about the Iwata range talk to Robin at Cammett (Tel: 01544 388514, Email: cammettco@broperworld.com, www.cammett.co.uk) or if you are at an event, look out for the Little-cars.com stand and have a talk with Paul about airbrushes, compressors and extractors in general, or the Iwata range specifically.



BUILT & WRITTEN BY
IAN RUSCOE FROM THE UK.

WILD HORSE*

In 1962 Sikorsky Aircraft Corporation started to deliver the first of their S-65 series as the CH-53A to the USMC. Although similar in size, the CH-53E (S-80E) has a third engine to make it more powerful and thus capable of lifting heavier loads. It replaced the previous S-65 derivatives in US Marine Corps and US Navy service and is the biggest and heaviest helicopter in military service within the United States. As well as lifting various heavy loads like the LAV-25 and M198, it can also recover all other current USMC aircraft with the exception of the KC-130.

The kit comes in a large sturdy box adorned with some attractive box art. Inside there are one clear and seven light grey sprues containing over two hundred and fifty clean and well detailed parts, the exception being the two 0.50cal. machine-guns, which are very basic. There are several options regarding having the main and tail rotors folded, main cargo bay door open or closed and crew side door and cockpit windows open or closed. If you decide to build the model in the folded configuration Academy only supply you with the two lower support brackets so you'll have

to make the rest yourself from plastic or brass rod. Three very different colour schemes are offered:

- HMM-461 'Iron Horse', Iraqi Freedom in three-grey colour scheme
- HMM-466, 1980s in overall dark green
- HMM-464 1990s in three-colour 'Lizard' scheme

The two decal sheets, one fairly large holding the squadron markings and the other with the stencilling, are stuffed with images of excellent quality.

To help me through this build I used three books, the first and main source of reference being Landing Zone Publications' Close-Up No.2 CH-53E &

MH-53E Super Stallion & Sea Dragon, the second Osprey's Heliborne USMC Helicopter Assault, and finally Concord Publications' US Marine Corps helicopters (Details at end, see References).

BUILD

Let's get started: first of all was the assembly of the main rotor head. Be careful to follow the instructions for the option you want, folded or unfolded, and this can be followed by the tail rotor assembly, all of which is pretty straightforward. Next is the fuselage, and several location points need to be opened up on the fuselage side depending on options you incorporate.

* Apologies for such a boring title but there was no way we were going to use the type's nickname in print. All CH-53 crews will know what we mean!



YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Tamiya Extra Thin cement
- Masking tape
- Sidecutters
- #5 Tweezers
- Tamiya masking tape
- Sanding Sticks & Files
- Microscale Kristal Klear
- Microscale Micro Set & Sol decal solutions
- Gunze Sangyo Neo Sol masking fluid



Recommended paints:

- Tamiya acrylic:*
- XF1 Flat Black
 - XF2 Flat White
 - XF19 Sky Grey
 - XF62 Olive Drab
 - XF66 Light Grey
 - XF69 NATO Black
 - X22 Clear Varnish
 - X27 Clear Red
 - X25 Clear Green

Xtracrylix acrylic:
Flat Varnish

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



MODEL INFO

SPEC: Academy 1:48 Sikorsky CH-53E

Super Stallion KIT NO.: 12209

MATERIALS: IM AVAILABLE FROM:

Toyway (UK Distribution) and Academy
stockists worldwide PRICE GUIDE: £49.99

"If you decide to build the model in the folded configuration, Academy only supply you with the two lower support brackets so you'll have to make the rest yourself"

ALSO RECOMMENDED...

- H-53 Sea Stallion In Action No.174 by C.M. Reed (Squadron/Signal Publications 2000)
- Scale Aircraft Modelling Vol.18 No.1 (March 1996)
- Sikorsky CH-53E Super Stallion & MH-53 Sea Dragon by P. Dognoon & C. Bouschon, Close Up No.2 (Landing Zone Publications 2003)
- Sikorsky H-53 Sea & Super Stallion, Koku-Fan No.76
- US Marine Corps Helicopters by Yves Debay & James Hill (Concord Publications ISBN 962-361-711-9)
- Heliborne- USMC Helicopter Assault by Yves Debay & Lindsay Peacock (Osprey Publishing ISBN 1-85532-311-7)
- World Air Power Journal Vol.4 (March 1981)



⚠ Wear the right protective clothing when advised to



◀ CABIN INTERIOR & COCKPIT

The interior is made up of four main parts, essentially the decking, side walls and ceiling. Onto these are assembled the cargo bay seats, bulkheads and cockpit parts. The level of detail on all these parts is very impressive and it's just a shame that most of it won't be seen once the model is assembled. The sidewalls even have the sound proofing fabric moulded onto them, as well as,

unfortunately, an abundance of ejector marks. The cockpit is made up of the crew seats, separate instrument panel, pedals, control column and overhead instrument panel. The switches and dials on this latter part are excellent it is just in need of a lick of paint to bring it all out. Alternatively Academy supplies a decal for the instruments if you're not up to painting.

The only aftermarket product I used

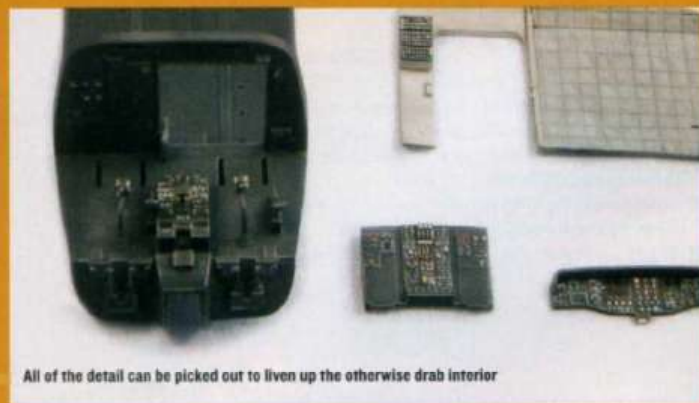
on the model was an old seat harness set I found in my spares box. These were cleaned up and glued to the pilot's and co-pilot's seats. I painted and weathered these assemblies before finally gluing them together and inserting them between the fuselage halves. The cockpit and decking were sprayed XF1 Flat Black and shaded in XF69 NATO Black. The sidewalls and ceiling, where there is internal fram-

ing, was sprayed XF19 Sky Grey, and this was shaded using a lighter mix of the base colour and XF66 Light Grey on the remaining panels, then this too was shaded using a lighter shade of the base colour. The cargo bay jump seats were sprayed and shaded in XF62 Olive Drab. Detail painting was picked out by hand using paints from the Vallejo Model Colour range. The assemblies were given an oil paint wash of Raw

STEP BY STEP GUIDE - ASSEMBLY & PAINTING



The bulk of the interior sub-assemblies, all painted and weathered



All of the detail can be picked out to liven up the otherwise drab interior



"The interior is made up of four main parts, essentially the decking, side walls and ceiling. Onto these are assembled the cargo bay seats, bulkheads and cockpit parts. The level of detail on all these parts is very impressive"

Umber followed by a gentle drybrushing. The glass on the cockpit instrument dials and displays was picked out using X22 clear varnish, X27 Clear Red and X25 Clear Green, all from the Tamiya acrylic range.

Whilst this lot was drying I fitted the side windows to the fuselage and built up the side sponsons, external fuel tanks, engine pods and tail assemblies. Once the internal parts were dry

I assembled them into the fuselage sides using Tamiya masking tape to hold the fuselage sides together until I had the parts in the correct positions. Academy supply the fuselage bottom as a separate part to help facilitate the correct positioning of these parts, and once I was happy with the assembly I ran some Plastic Weld along the seams to seal it in place. As I was building the model with all doors and hatches open

I only used one 0.50 cal machine-gun. The second that goes across the side entrance had its mounting repositioned to the stowed location as per reference photographs.

Now that the fuselage was assembled the rest of the kit went together very quickly. There are a couple of optional exterior parts to fit in the form of a whip (part C7) or blade aerial (part D21). I chose the blade version,

as the other doesn't appear on current Stallions. The other option is whether to fit the in-flight refuelling probe, however if you don't, there's a fairing to cover its location point. There are some parts I would advise you to leave off until you've applied the decals and they are: the grab handles (parts A5 and C8) on top of the fuselage, intake part C29 and also one of the blade aerials (F29) that locates on the right-hand sponson. ➔

Looking down on the cockpit floor, with the central console hand-painted to bring out the moulded detail



Close-up of the excellent moulded detail on the instrument panels, all of which is picked out by hand



Grey schemes always lend themselves to paint effect weathering. Ian has captured the workhorse look of the CH-53 perfectly with careful use of shading and highlights

"The cargo bay jump seats were sprayed and shaded in XF62 Olive Drab. Detail painting was picked out by hand using paints from the Vallejo Model colour range. The assemblies were given an oil paint wash of Raw Umber followed by a gentle drybrushing"



PAINTING

I broke the model down into several sub-assemblies to paint and weather, and these were: main fuselage, tail, tail rotor and main rotor, undercarriage wheels, cargo door ramp, cockpit opening side windows, hatches and doors, 0.50 cal machine gun and numerous levers and armatures. The kit instructions show the colour scheme I chose as a three-tone grey scheme and being one to never trust the kit instructions I checked my references and found that the aircraft

are painted in a pale grey with a darker grey on the upper areas of the fuselage. So with this in mind, I sprayed the exterior fuselage parts overall in XF19 Sky Grey, then after mixing some XF2 Flat White with XF19, I shaded all of the panels as this instantly weathers the base coat. Next some XF66 Light Grey was sprayed freehand on the upper sections of the fuselage, using the kit instructions and photographs as a guide. This was also later shaded with a lighter mix of the base colour.

STEP BY STEP GUIDE - ASSEMBLY & PAINTING



The port cabin walls, showing the sound-proofing material moulded into this area



Close-up view of the completed cockpit area

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

Fokker D VII (A15)



Highlights of the moulded detail in the tail fold and the addition of these extra rotor supports all add greatly to the completed model

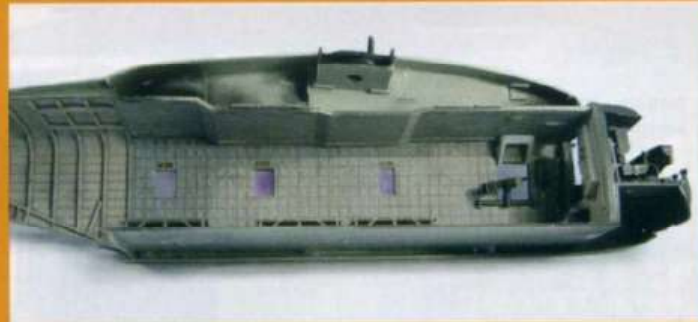
The rotor assemblies were sprayed XF1 Flat Black and shaded XF69 NATO Black with freehand-sprayed XF66 Light Grey on parts G1 and G4. I drybrushed silver onto the rotor head and the initial section of blade then reshaded the blades in XF69 NATO Black, and whilst I was working with that colour I also sprayed the insides of the tail fold. As before detail painting was picked out by hand using colours from the Vallejo range.

Before I applied the decals the assemblies received a coat of X22 clear. The decals all adhere superbly and I only

used Micro Set once I had them in position. After drying the model was matted down with a coat of Xtracrylix Flat Varnish and all masking was removed. I applied a thin wash of Raw Umber oil paint to the panel lines to accentuate them further before lightly drybrushing. Exhaust staining and 'touch up' paint slashes were applied using an airbrush. The aerial on the right-hand side of the fuselage, that runs from the tail to the sponsons between parts F29, was made from fine fishing line secured using cyanoacrylate, and painted black. ➔



The starboard fuselage half, painted and weathered



The port fuselage half, painted and weathered

➔ Wear the right protective clothing when advised to



There is a lot of potential to add detail in the cargo bay, but even built from the box the detail is excellent and all it needs is careful painting & weathering

"Once the internal parts were dry I assembled them into the fuselage sides using Tamiya masking tape to hold the fuselage sides together until I had the parts in the correct positions. Academy supply the fuselage bottom as a separate part to help facilitate the correct positioning of these parts, and once I was happy with the assembly I ran some Plastic Weld along the seams to seal it in place"

FINAL ASSEMBLY

Now all the sub-assemblies can be fitted into place starting with the wheels and lifting hooks, then windows and doors etc. The tail rotor and main rotor are fitted last of all. As I said at the start of this article, Academy only provide two rotor support brackets so I had to make the other five out of 1.5mm diameter Evergreen plastic rod. The kit examples

were fitted first and then following the reference photographs I made and fitted each of the remaining brackets individually, then painted them all red.

Even though this kit was meant to be built out-of-the-box, I felt I had to add the hydraulic lines on the main rotor head, plus some cables in the tail fold and the FLIR pod. These were all made using varying thicknesses of wire. ■



STEP BY STEP GUIDE - ASSEMBLY & PAINTING



The 0.50in calibre machine-gun was only installed in the port side window

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

Dimensions

Length - Overall with rotor turning - 99ft 1/2in (30.19m)
 Fuselage Length - 73ft 4in (23.55m)
 Rotor Diameter - 79ft (24.08m)
 Tail Rotor Diameter - 20ft (6.10m)
 Height - 27ft 9in (8.64m)

Dimensions - 1:48

Length - Overall with rotor turning - 628.9mm
 Fuselage Length - 490.6mm
 Rotor Diameter - 501.6mm
 Tail Rotor Diameter - 127mm
 Height - 180mm

FINAL VERDICT

■ Overall this is an excellent kit with only very minor 'niggles' concerning missing rotor supports and ejector marks on some of the interior parts. I think I'll give this a definite 9 1/2 out of 10. Due to the nature of the beast the model is large and with everything folded it looks very foreboding, as several people have commented. It measures 490mm long by 180mm wide and is 180mm tall. The main rotor diameter is 501mm, so don't forget this when you start building yours, as it won't fit on the average shelf with the rotors in the flight position. I hope Academy will produce other variants of the Super Stallion in the future as they have done with the CH-46 Sea Knight, maybe the MH-53E Sea Dragon.

Was it worth the effort?
 A truly GREAT kit. Loved it!

Fokker D.VII (Alb)

1/48



eduard
LIMITED EDITION



Supermarine
Spitfire Mk.22/24

1/48
scale



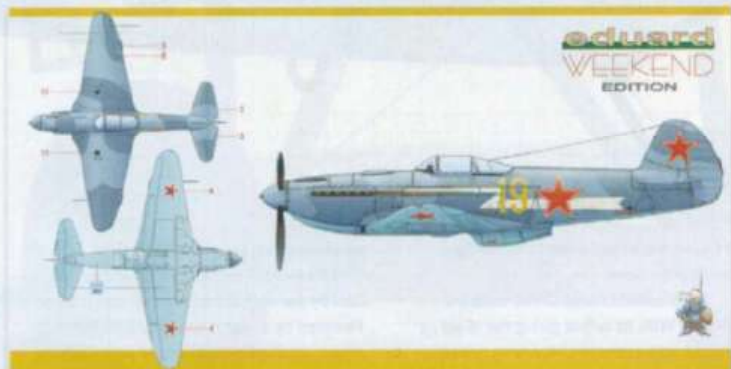
eduard
WEEKEND
EDITION

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WEEKEND
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1/48
scale
PLASTIC KIT

Yak-3

Yak-3 of 18 GIAP, Poland, early 1945



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WEEKEND
EDITION

1/48
scale
PLASTIC KIT

Albatros D.III

Albatros D.III 2225/16, Jasta 5, 1917

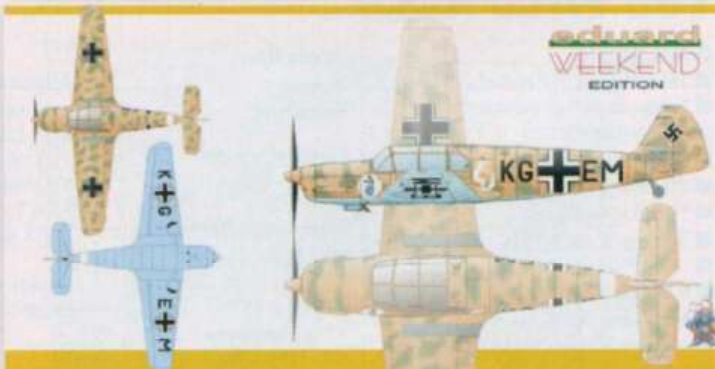


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1/48
scale
PLASTIC KIT

NIEUPORT 17

Nieuport 17 N1720, Adjudant René Dorne, Autumn 1916.



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WEEKEND
EDITION

1/48
scale
PLASTIC KIT

Bf-108 Taifun

Bf 108 B-2 trop, Sonderkommando Blach, Hun Airfield, Libya, January 1942

BUILT & WRITTEN BY
 MICK CAPELL FROM THE UK

ARTICLE IV FOKKER

Created in response to the German authorities' attempts to regain ascendancy over Allied fighters on the Western Front, the Fokker D.VII proved to be such a formidable opponent that it gained special mention in the Armistice Agreement. In Article IV of the agreement, listing those materials to be handed over the Allies, it specified "*in erster Linie alle Apparate D VII*" - especially all machines of D VII type.

This is another top quality plastic kit with photo-etched detail parts from Eduard, but the change of the box lid design prepares you for something a little extra. The instructions are simply inspiring computer-generated 3D diagrams instead of the normal black and white line

artwork. Also the colour painting/decals illustrations are the best I have ever seen. There is a lot of model shoe-horned into the box and apart from the pre-coloured photo-etch and the die-cut tape masks the quantity of decals included is surprising, and at first glance somewhat daunting, but as the build progressed

I found the whole experience fairly straightforward.

In all 2,800 Fokker D.VIIs were produced. With its arrival giving the allied air forces some concern, due to its combination of performance, flight characteristics and robust construction, it was to achieve legendary status. This kit from Eduard

represents the version built by OAW (Ostdeutsche Albatros Werke) characterized by the four-colour lozenge fabric used. Powered by a water-cooled Mercedes engine and armed with two Maxim 7.92mm machine-guns, the D.VII was a formidable opponent and is an excellent subject for a model in this scale. ➔

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Tamiya Extra thin cement
- Masking tape
- Sidecutters
- #5 Tweezers
- Tamiya masking tape
- Sanding Sticks & Files
- 1 1/2lb Fishing Line
- 0.3mm Drill Bit
- Microscale Kristal Kleer
- Microscale Micro Sol decal solution
- Gunze Sangyo Neo Sol masking fluid

Paints Used:

Alclad II
Aluminium

Humbrol enamel:
33 Matt Black

Mr Aqueous Hobby acrylic:
H76 Burnt Iron

Tamiya acrylic:
XF10 Flat Brown
XF55 Deck Tan

Xtracolor enamel:

X132 Medium Grey
X135 Dark Compass Grey
X141 White
X151 Willow Green
X241 Topside Green
X302 KLM Blue

Winsor & Newton oil paint
Burnt Umber

Dimensions

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

Dimensions - 1:48

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



Lozenge fabric in upper (dark) and lower (light) styles are all supplied as decals in this kit. The lines in between on the real aircraft were strips of doped linen, in the kit these are once again decals

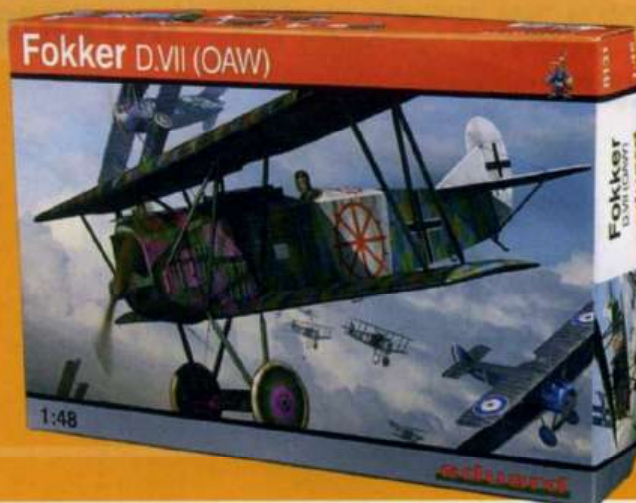
Careful painting of the propeller should allow you to achieve a realistic 'wood' effect

MODEL INFO
SPEC: Eduard 1:48 Fokker D.VII (OAW)
KIT NO.: B131 **MATERIALS:** IM, PE
AVAILABLE FROM: Hannants & LSA Models (UK Distribution) and Eduard stockists worldwide
PRICE GUIDE: £19.99

ALSO RECOMMENDED...

References:

Fokker D.VII Aces of World War I by N. Franks & G Van Wyngarden, Aircraft of the Aces No.63 (Osprey Publishing 2004)
 Fokker D.VII Anthology I, 2 & 3 (Albatros Productions)
 Fokker D.VII In Action No.166 by D. Edgar Brannon (Squadron/Signal Publications 1997)
 Fokker D.VII Windsock Datafile No.9 by P.M. Grosz (Albatros Productions, ISBN 0 948414 15 4)



⚠ Wear the right protective clothing when advised to



The striking tail markings on this machine were produced by straying the entire tail white (Xtracolor X141), then using a mix of Willow Green (X151) and Topside Green (X241) for the stripes

THE INTERIOR

I started as usual with the fuselage interior and I used a folded A4 sheet of paper and some double-sided sticking tape to hold all the small parts for painting and decaling. This method secures the smaller parts even when airbrushing and leaves no sticky residue when removed. Working in this fashion allows me to continue without constantly handling these small parts and thus avoids damage or loss especially to the dreaded 'carpet monster'! The wood finish on the cockpit floor and propeller was done by first spraying a coat of Tamiya XF55 Deck Tan followed after a short wait with a couple of coats of Johnsons Klear. Then using a stiff flat brush and Winsor & Newton Burnt Umber oil paint I began to streak the paint along the length of the propeller and cockpit floor. It really is simple to do and very effective, but leave it all to dry overnight before giving it a protective coat of varnish, as

the oil paint takes a long time to dry out. Next in line was the instrument panel. I must admit to taking the easy route by just using the supplied panel, but it does not look right and I should have done my usual paint and oil 'wood' streaking method described above. I thought it wouldn't show too much, big mistake, but I live and learn! For me, the best way to attach the photo-etch to the acetate instrument backing is by using gloss varnish. This gives me time to get the dials dead centre and also has the added benefit of resulting in a 'glass-like' finish to the dial faces. After a couple of minutes I can attach it all to the plastic backing plate using some Kristal Klear. When it comes to attaching the four instrument panel levers, there is no simple solution, but I will give you a clue to my secret - a small glass of something distilled in Scotland, to steady the nerves, works mostly and if it does not, Oh well! Seriously though a good pair of fine tweezers and a

touch of superglue usually sees these fiddly components attached without too much swearing.

The engine is a work of art on its own. I applied a base coat to the entire assembly with Alclad Aluminium and after about ten minutes brush-painted the cylinder heads with Mr Aqueous Hobby Dark Iron and when dry, gently buffed it with a cotton bud. I could have gone on and attached the various pieces of pipework and wiring but since this would be obscured when finished I decided to leave it.

Before I got too carried away I drilled out the various holes for the control wires using a 0.3mm drill bit. This takes a little bit of time but by gently letting the weight of the pin vice do the work, and not applying any pressure yourself, it should go without a hitch, as these drill bits are very fragile and expensive. The instructions are very clear on the placement of the completed interior sub-assemblies, so I followed these to

the letter and found a perfect fit when the fuselage was finally closed up and glued using some liquid cement.

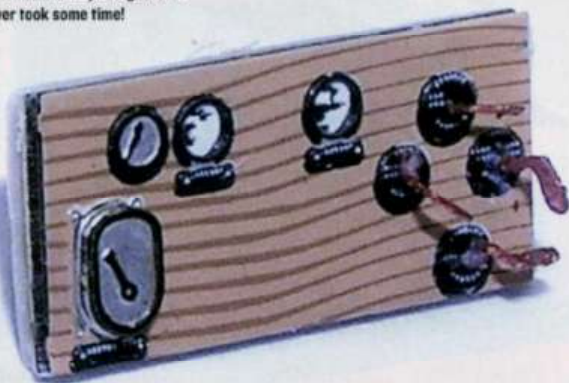
DECISION TIME

Eduard have included four colour schemes, three of which are mostly lozenge. I chose the eye-catching second option of the Jasta 13 machine flown by Franz Buchner. Painting begins at this stage so after attaching the lower wing and cleaning up the fuselage seam I started on the tail with a coat of white (X141). I decided to paint the green stripes rather than use the decals and run the gauntlet of trying to get a good join along the seams. I used Tamiya masking tape to mask the white stripes then sprayed a mix of X151 Willow Green and X241 Topside Green in the ratio of 1:1 to get a good match for the green stripes. While the tail was left to dry I carried on with the fuselage using Eduard's colour painting guide as reference. I opted to use Xtracolor



STEP BY STEP GUIDE - INTERIOR

Looks like Walt Disney designed, but those lever took some time!



It is a shame that most of the engine will be covered on the finished model

"The quantity of decals included is surprising, and at first glance somewhat daunting, but as the build progressed I found the whole experience fairly straightforward"



Details that are very difficult to reproduce in plastic, like the propeller boss, radiator matrix and control horns all come as photo-etched in the kit



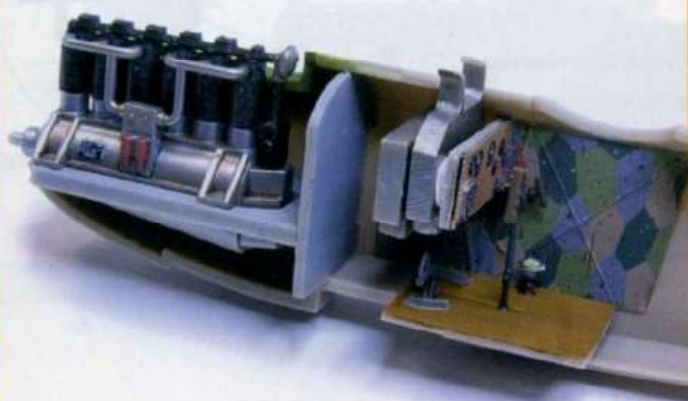
X302 (KLM Light Blue) and the same green mix that I used on the tail for the engine cowling and the remaining parts that required this colour. Because, like most of us, I don't get as much time as I would like to indulge in this hobby (I

usually try to fit in an hour or so each evening) Xtracolor enamel paints work well for me with their slow drying times, occasionally helped along with a drop or two of Terebene Driers (available from specialist paint shops and some DIY shops) to really speed up drying times. In this instance this method allowed me to complete the fuselage in just one session.

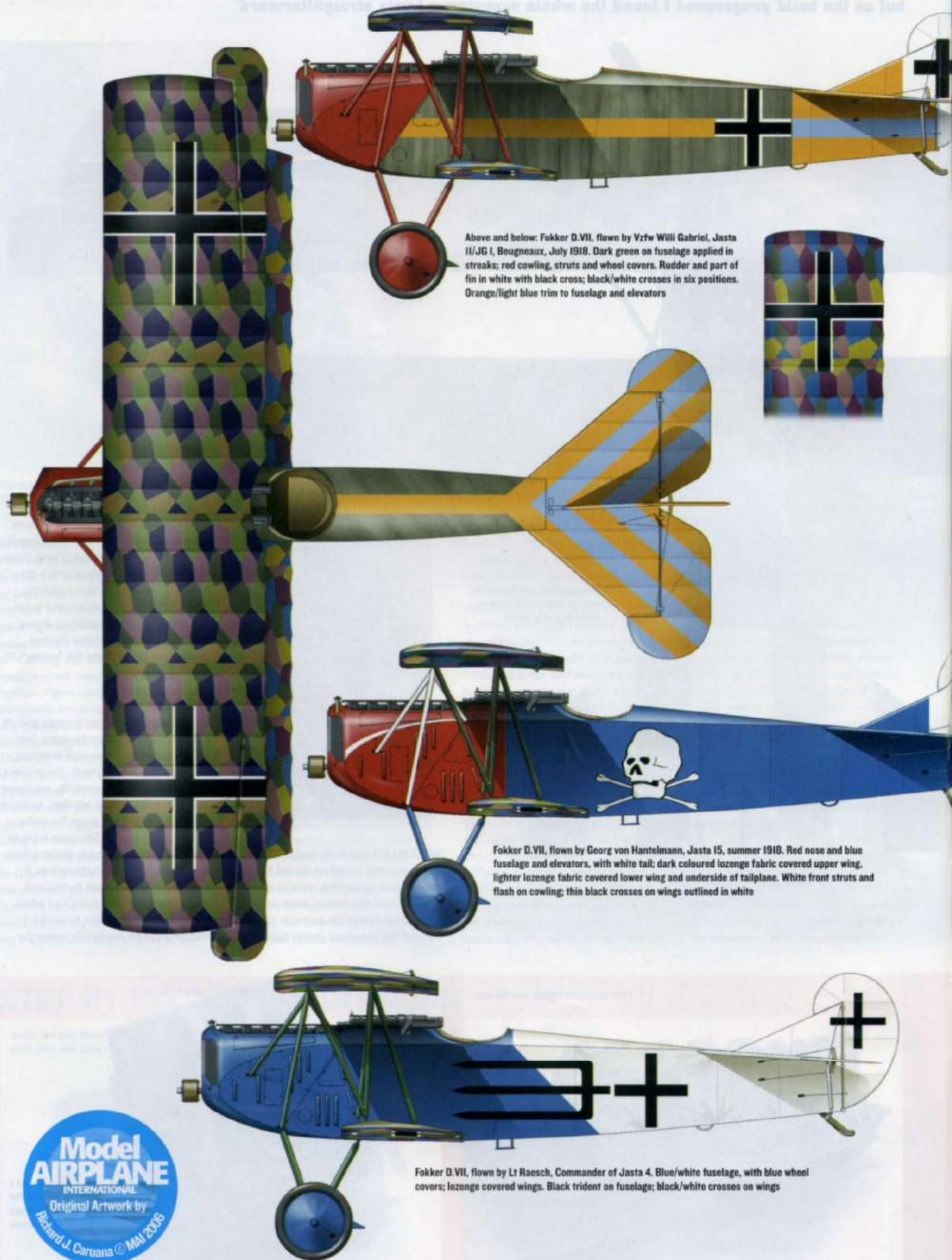
LOZENGE DECALS

The instructions for the lozenge and rib tape placement looked daunting, but once I had spent some time studying them and the decal sheets, the process appeared straightforward. So, equipped with Micro Sol setting solution, scissors and paintbrush I began on the underside of the top wing. The main lozenge is divided into eight parts starting from the centre and working outwards. I had already placed four panels and was thinking all was going well when, Doh! (a Homer Simpson moment), I had only put on the decals meant for

The completed interior less the seat



The seat was a joy to build, the pre-painted straps being very effective





Fokker D.VII, 234/18, flown by Lt Friedrich Friedrichs, Jasta 10, 1918. Dark green applied in streaks to fuselage and tail; yellow engine cowling. Lozenge fabric covered wings; black crosses over a white background on fuselage sides and tail. Note style of wing crosses



Fokker D.VII, flown by Lt Carl Degelow, Jasta 40. Black front fuselage with white tail section; lozenge covered wings. White band with black crosses outlined in white above top and below bottom wings



Fokker D.VII, O-BOBE, Ecole D'Aviation Anvers, Belgium, 1923. Lozenge-covered fabric areas with cowling and struts in green; registration carried in black over a white background. Belgian flag covers part of the fin and the rudder; flying school name below the cockpit in white

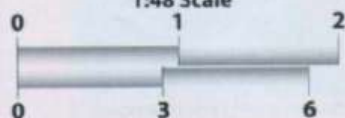


Fokker D.VII, F-301, Netherlands East Indies Air Force. Gloss dark green overall with white serial on fuselage sides; national markings in standard six positions. Red/white/blue horizontal stripes on rudder



Fokker D.VII, 504/18, No. 15 Squadron, Polish Air Force, 1921. Lozenge covered fabric areas with engine cowling, struts, fin and rudder in dark green; early 'unbordered' type national markings in six positions and on rudder. White band around fuselage and white 'hand' marking below cockpit (the latter believed to have been carried also on starboard side)

PROFILES & COMPLETE
UPPER VIEWS
1:48 Scale



The combination of bright colours, lozenge fabric and personal insignia make Franz Buchner's Jasta 13 machine very striking

the top of the wing underneath and the setting solution was working fast! They say modelling is a relaxing hobby, well not in this case! Somehow I managed to coax the decals into the water dish, remove them and place the correct lozenge panels on the underside of the wing, in about ten minutes. As luck would have it the solution didn't damage the first decals so after leaving them for an hour or so, and my wife saying "Why don't you leave it until..." I finally managed to get them on without too much difficulty. The rib tapes are a bit tricky, but Eduard have made these slightly longer and that helps in getting them to line up. When they are in place, two at a time, I used a fine brush loaded with setting solution to gently lift up the tapes and run the solution underneath to prevent any silvering. With the top wing completed the same process was repeated for the bottom wing.

DECALING - THE BASICS

This is really for those of you who may have problems with decals.

•1. Always apply decals to a gloss surface.

•2. Use a setting solution to bed the decal down. My method is to use the solvent solution underneath as well as on top. I find this melts the decals to achieve that 'painted on' effect.

•3. Always leave the decal to bed down for at least twelve hours. Then using a clean brush and water wash off excess solution and dry with a piece of paper kitchen towel.

Rigging on a D.VII is limited to just bracing wires for the cabane struts and undercarriage, so this is an ideal subject for those intimidated by biplanes!

STEP BY STEP GUIDE - PAINTING & DECALING



I decided to paint the stripes instead of using the decals supplied



Now the model starts to take shape



Both these colours are Xtracolor mixed with Terebene (drier) and sprayed one afternoon

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



"I could have gone on and attached the various pieces of pipework and wiring to the engine but since this would be obscured when finished I decided to omit it."

•4. Always apply a coat of gloss varnish over the decal, which will even the surface around the decal to the same level and therefore will remove the risk of any 'steps' being visible once the matt coat is applied.

GO FOR YOUR GUN

The two Maxim machine-guns supplied are nicely detailed but with the additional photo-etched parts can be made into little masterpieces. I carefully roll the etched cooling jackets around the plastic version to get the correct diameter and then superglue

the seam. The plastic barrel can be removed once the superglue has set and the whole gun can be assembled as per the instructions. A word of caution when removing the muzzle - use a piece of paper towel in front of it as you saw it off, to prevent it from flying off into obscurity! Each gun is actually made up of seven individual pieces but the time and effort involved is more than worth it. Finally each gun was painted matt black and then drybrushed with graphite powder I had sanded off a soft lead pencil.

STRUT YOUR STUFF

I deviated from the instructions by attaching the undercarriage first, as it would be a lot stronger and have less chance of breaking than attaching the weaker wing and fuselage struts later. The undercarriage bracing wires were incorporated using smoked-coloured fishing line and superglue. Once dry they actually act to tension the whole assembly and therefore make it very strong. Eduard have

done a first class job with the struts. They actually fit so well that they stood up by themselves making it very easy to allow the cement to harden prior to test fitting the top wing. Once these were positioned and the glue began to set I very gently laid the top wing on top of the struts to make certain everything was aligned correctly. Whilst this was drying the exhaust was butt-jointed to the engine using normal Humbrol tube glue, as it never harms the paint and is practically invisible when the matt varnish is applied.



Micro Sol works really well with the superb decals in the kit



The top wing finished, a task I found quite enjoyable



Just some of the debris from several sessions of decaling

⚠ Wear the right protective clothing when advised to

STEP BY STEP GUIDE - ASSEMBLY



Drilling out the holes for the control wires. This shot also goes to illustrate the quality of the kit's decals



The best way I know to apply superglue is using thin brass wire



The tail colours were shaded with a very heavily thinned dark grey



All the gauges are from the kit's pre-painted photo-etched



The exhaust looks a lot better once it has been drilled out



I don't know who produced the decals for Eduard but they are stunning. The wing struts are not glued in, they are standing unsupported!



The one thing I did forget was to drill out the gun barrels. Deeeoooh!



An early speedometer (a manometer), seen here attached to a cocktail stick to give you an idea of its small size

"The undercarriage bracing wires were incorporated using smoked-coloured fishing line and superglue. Once dry they actually act to tension the whole assembly and therefore make it very strong."



I think these are strengthening plates and they certainly add that little extra detail to the kit



I did mention that most of the engine was covered up. The diagonal stripe is a decal and the radiator was given an oil paint wash. The brass cap on the radiator is one of the few times I needed a paint brush whilst building the kit!



The guns are very well moulded



I fixed the guns in place with Kristal Kleer to give me time to align them correctly



The fit of the struts and top wing was first class



Most of the cockpit can still be seen when finished, which was a relief!



Most pictures of wartime D.VII don't seem to show the speedometer fitted, but I thought that it added interest



These markings denote where the wing could be handled or trestled. The shot also shows how good Xtracolor varnish is, it looks like real fabric

THE HOME STRAIGHT

After the tail was fitted and control wires were set correctly, I was left with the guns, top wing and wheels to install. Now it was time for the part I enjoy the most in modelling, the matt coat. This is the make or break for me, have the decals silvered? Does it look right, etc? I have tried other varnishes with a certain degree of success, but I have settled on Xtracolor mixed 50/50 with white spirit. So, with the exception of the guns, the rest of the components were given a final clean with a damp paper towel prior to the application of the varnish. A trick I find when spraying a matt coat is a low air pressure (around 10psi) and to apply it in several mist coats, just enough to wet the surface, followed by leaving it overnight to cure fully.

Once this was achieved all that was left to do was to install the leftovers and do a few touch-ups with the varnish. Job done! Did the decals silver? No! Does it look right? Well I think so! ■

Mike has toned down the overall lustre and contrast of his model with thin coats of matt varnish



"I have tried other varnishes with a certain degree of success, but I have settled on Xtracolor mixed 50/50 with white spirit."



The Fokker D.VII is very 'clean' for a biplane, with no rigging as such and it certainly has very purposeful lines, in fact it is definitely a case of 'if it looks right, it is right'!

DETAILS - MARKINGS

The wrap-around checked band and the personal insignia of Franz Buchner break up the otherwise solid-blue fuselage



The national insignia on the upper wing run from the leading edge right back to the control surface hinge line.

FINAL VERDICT

■ I do think the lozenge decals are over complicated simply in the sheer number required. Half the amount and therefore twice the size would have been easier and less of a marathon to apply. That said the decals are excellent and the kit itself was worth every penny. As for the plans and painting guide, these were simply superb.

Was it worth it?

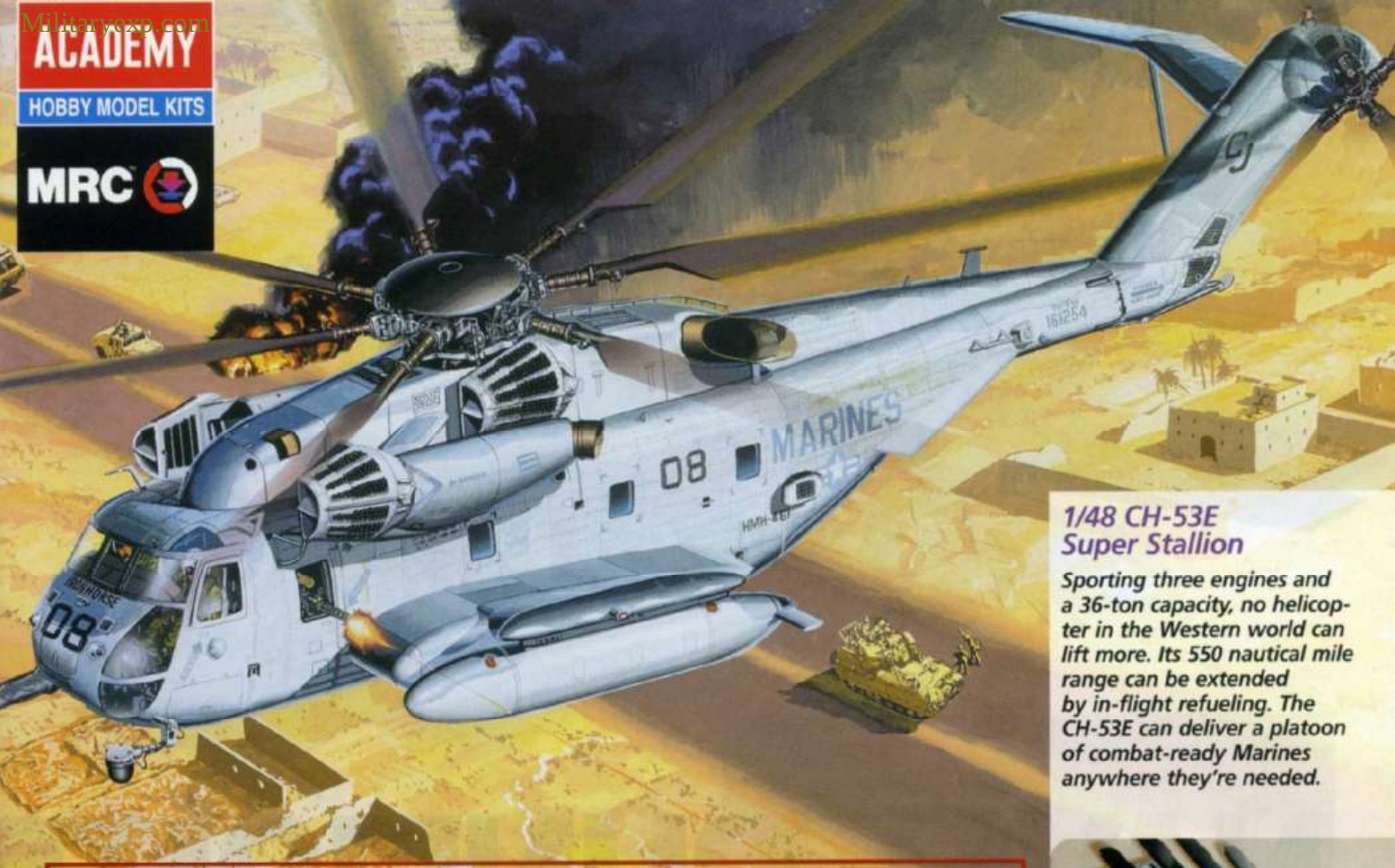
■ Worth every penny! Bring on the next one Eduard, maybe in 1:32 scale?

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

ACADEMY

HOBBY MODEL KITS

MRC



FOR THE FIRST TIME...

THE SUPER-SIZED, SUPER STALLION IN 1/48TH SCALE

Make no mistake, this Academy kit is not a rehashed, two engine CH-53A, D or G. This is the first time the current, three engine, 7-bladed, heavy lifter, now on duty in Iraq and Afghanistan, has been kitted in impressive 1/48 scale.

GLORIOUS DETAIL

A full 24" from the tip of its main rotor blades to the tip of its tail, size alone would make it an awesome kit. But it's the attention to the minute details that makes it truly impressive.

A SECOND SKIN

Fidelity begins with the cockpit panels where instruments have been thoroughly and finely engraved. The pilot's windows, cabin and cargo doors can be assembled open or closed. Breathtaking reproduction continues deep into the cabin where

Academy's exclusive "second skin" interior walls highlight every nuance... the ribs, the padding, the troop seats, all guarded by two .50 caliber machine guns.

SUPER-SIZED AUTHENTICITY

The main rotor grips, lag dampers and swash plate are moulded to perfection. The tail is positionable, build it folded and the interior view is magnificent. The main rotor blades can be assembled closed for on-deck storage, or spread for flight. As you'd expect, the decal sheet is extensive, offering current as well as retro paint schemes.

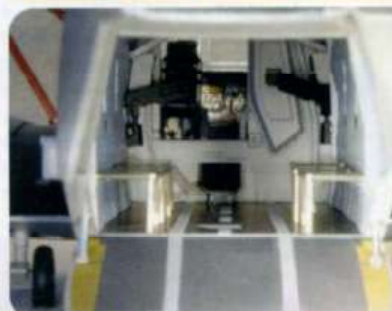
This CH-53E (12209) is no ordinary model in size or authenticity. The details have been reproduced with Academy's proven Passion for Precision

1/48 CH-53E Super Stallion

Sporting three engines and a 36-ton capacity, no helicopter in the Western world can lift more. Its 550 nautical mile range can be extended by in-flight refueling. The CH-53E can deliver a platoon of combat-ready Marines anywhere they're needed.



Built with blades folded, details include main rotor with knuckles, aerodynamic fairing, and folded tail with rotor head. Gust supports and anti-skid decals are visible.



Folded tail reveals cabin's structural ribs, lights, heater, troop seats, .50 caliber guns, cargo winch, even sound reduction padding. Visible in the cockpit: FLIR handle, armoured pilot seats and exquisitely engraved instrument panel.

TOYWAY

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NAVAL GUNFIGHT

The F-8 (originally F8U) Crusader first flew in February 1955, and is often referred to as the 'last gunfighter', because it was the last fighter to be designed and built in American that had cannon as the primary weapon system.

Within the box there are three sprues of grey plastic, a clear sprue and a nice set of decals. The detail and overall quality of the mouldings are superb; all recessed surface details are crisp and very well done, and even rivet detail where applicable is included. The cockpit is nicely moulded, and comes with a detailed Martin-Baker F Mk 7 seat and intricately moulded instrument panel and sidewall detail. The undercarriage and wheel wells are well done too,

while the speed brake and variable-incidence wing can be posed in either open or closed positions. Interestingly the wing leading edges are separate and this combined with the addition of Matra Magic AAM's (marked 'not for use') were all indications of the French F-8E (FN) that Academy has recently released. An extensive array of weapons is included in addition to two decal options.

THE ADD-ONS

Thanks to the Editor, I was presented

with an array of accessories from Aires and CMK, and was asked to use whichever I wanted for this build. These sets were:

AIRES

Set 7110 Cockpit (Cockpit, seat, instrument panel and coaming)
Set 7111 Exhaust Nozzle
Set 7112 Wheels Bays

CMK

Set 7095 Interior Set (Cockpit, seat, radar, and vac-formed canopy)

Set 7096 Undercarriage Set (Wheel bays, gear doors, and wheels)
Set 7097 Exterior Set (Ailerons, flaps, rudder and speed brake [bay and door])
Set 7098 Exterior Set (Refuelling probe (complete with bay), gun bays, and fuselage interior under the main wing)

All of the above sets look terrific, with equal levels of detail and finesse, and choosing was very difficult. The main difference between the cockpit sets is that the Aires one has separate sidewalls, whereas the CMK one

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Tamiya Extra thin cement
- Tamiya filler
- Formula '560' PVA adhesive
- Masking tape
- Sidecutters
- Scalpel with IOA & II blades
- Tamiya masking tape
- Sanding Sticks & Files
- Microscale Kristal Klear
- Micro Set & Sol solutions
- Daco 'strong' decal solution



Recommended paints:

Polly S acrylics:
5205 White
5214 Black
5017 Yellow
5098 Olive Drab
5378 Dark Gull Grey FS36231
5380 Light Gull Grey FS36440

Tamiya acrylic:
X7 Red
X19 Smoke
XF4 Yellow Green (Zinc Chromate)
XF16 Aluminium
XF58 Olive Green

Accessories Used:

Aires 7110 Cockpit Set
Aires 7111 Exhaust Nozzle
Aires 7112 Wheels Bays

CMK 7095 Interior Set
CMK 7096 Undercarriage Set
CMK 7097 Exterior Set
CMK 7098 Exterior Set

Decals Used:

Eagle Strike 72005 Crusaders Part I



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



A Crusader belonging to VF-33 'Starfighters' being readied for launch from USS Enterprise during the early 1960s (©US Navy via Glenn Sands)

ER

doesn't as it comes as a complete tub. It was a bit of a shame that a few of the resin parts were slightly damaged, but unfortunately this is a fairly common occurrence in resin, as this medium is quite fragile.

THE BUILD

After studying the kit and resin accessory instructions, I decided on a sequence of construction. I started with the surgery to the fuselage, and chose to fit the (CMK) refuelling probe bay and port gun bay only, leaving the star-

board (right) side of the model 'clean'. Holes were drilled on the 'safe' side of the panels to be removed (called chain drilling), and then a scalpel was used to cut between the holes thereby removing the panel. Cleaning up the edges was done by scraping with a scalpel and then sanding with a needle file. The refuelling probe bay fitted like a dream (after a few test-fits), but the gun bay was slightly too small (vertically that is), and I got the best fit I could achieve. It is important right from the start to thin down the gun bay so that it



won't impede the fit of the intake duct later. This done, the gun bay was fitted (in the same manner as the refuelling probe bay) by tacking it in place lightly with superglue then reinforcing it with five-minute epoxy (Araldite).

The main wheel and speed brake bays were fitted next, and these are direct replacements for the kit parts. The speed brake bay is only offered in

the CMK set, while I chose the CMK wheel bays as they fitted very slightly better than the Aires ones, the latter being slightly loose. The nose wheel bay in the CMK set comes cast with part of the intake duct, which would give it a nice solid mount, while the Aires one fits by removing the bay from the kit intake duct. I was slightly concerned that the CMK one may make the intake

ALSO RECOMMENDED...

Reference books:

- *Crusader! Last of the Gunfighters* by P.T. Gillcrist (Schiffer ISBN: 0-88740-766-8)
- *F-8 In Action No.70* (Squadron/Signal Publications)
- *F-8 Crusader* by E. Barthelmes, Walk Around No.38 (Squadron/Signal Publications 2005)

Dimensions:

Span - 35ft 8in (10.87m)
Length - 54ft 3in (16.53m)
Height - 15ft 9in (4.80m)

Dimensions - 1:72

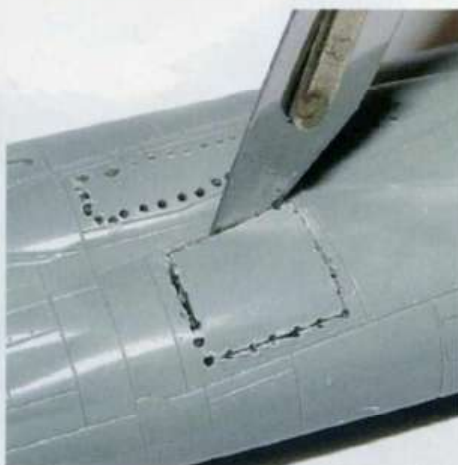
Span - 150.9mm
Length - 229.6mm
Height - 66.7mm



STEP BY STEP GUIDE - PREPARATION



You may or may not choose to identify the panel(s) to be removed by using a pencil. Once the correct panel has been identified, drill a series of holes (chain drill) around the inside of the panel, on the 'safe side.' The size of drill used will depend on the size of the panel itself to some extent, but the smaller and closer together the holes are, the easier it will be to remove the panel



Carefully cut between the holes. This can be done by either cutting along the line of holes, or by pushing the blade right through the plastic and moving the handle in an arc, thereby cutting the plastic



Go round each edge of the panel and eventually the panel can be pushed out, or will even just fall out!



Clean up the resultant edges by first trimming carefully with a scalpel to get straighter edges then by using a needle file....job done!



The resin refuelling and gun bays have been secured with Araldite



Here are the refuelling and gun bays fitted



A comparison between the CMK and Aires wheel bays show some slight differences which may bother the purist, but which are correct? In either case the amount of detail is beautiful



Here is the CMK main wheel and speed brake wells test fitted in place



The underlying interior looks much more complete than the kit part, but was slightly shorter and was slightly damaged at one end, which needed repair. I lined up the front edge as the rear edge would not be visible on the completed model

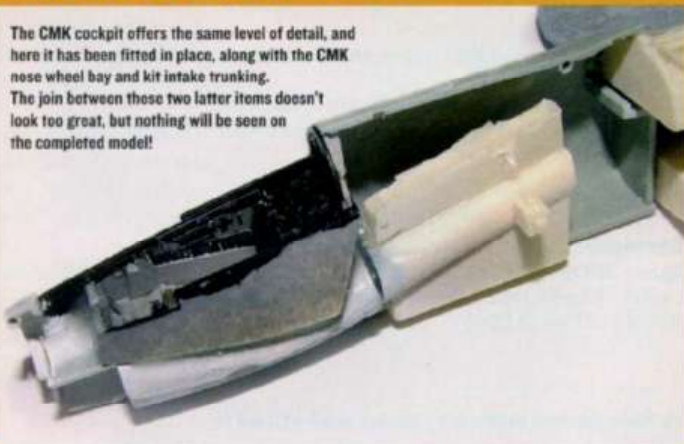


The CMK nose wheel well is cast integral with the intake trunking so some surgery of the kit intake is needed if fitting this resin part

STEP BY STEP GUIDE - COCKPIT, EXHAUST & FLAPS



After much deliberation, I chose to only use the Aires cockpit coaming along with a few etched parts as additions to the CMK cockpit. The kit coamings need removing as can be seen here



The CMK cockpit offers the same level of detail, and here it has been fitted in place, along with the CMK nose wheel bay and kit intake trunking. The join between these two latter items doesn't look too great, but nothing will be seen on the completed model!



"The main difference between the cockpit sets is that the Aires one has separate sidewalls, whereas the CMK one doesn't as it comes as a complete tub"

itself appear a tad shallow, but in this scale and with the contours of the duct I didn't think this would be a problem. The CMK fuselage interior beneath the main wing is a replacement part and after thinning it down by sanding it was fitted into place. All the resin parts thus far were fitted into the right fuselage half and left to cure with both fuselage halves taped together to ensure correct alignment.

Once set I removed the kit rudder from both fuselage halves in preparation for the CMK replacement parts, although I decided that the final cleaning up here should be done when the halves were later joined together. The nose cone was removed from both fuselage halves in preparation for adding the radar and the new resin nose cone.

Moving on to the main wing, here the flaps and ailerons were removed from both the upper and lower halves with a razor saw and scalpel before being cleaned up with a flat needle file. The two halves of the wing were joined together then the edges were cleaned

up. A dry run of the flaps to the wings showed all looked fine at this stage. Interestingly the central wing 'hump' is provided as a separate item, which shows more versions will be produced... good news!

NOW ONTO THE COCKPIT

After much deliberation, and after priming and test fitting both cockpit sets, I decided to use the CMK version (as it fitted slightly easier), but with the Aires cockpit coaming as this adds significant detail in comparison with the kit parts and also because this part is not present in the CMK set. Thus some amount of work was needed to achieve a good fit all round. I followed the kit colour directions in most cases and painted the cockpit Dark Gull Grey (FS36231) with black side consoles, sills and rear bulkhead portion. These black areas were drybrushed with the Dark Gull Grey to highlight the excellent raised detail. The instrument panel was also painted Dark Gull Grey with the instrument bezels drybrushed with

black. The cockpit front coaming area from each fuselage half was removed using a razor saw and scalpel and cleaned up with a needle file. This left a sizeable void for the replacement coaming and allowed work needed to obtain a good fit to be done with the cockpit tub in situ. The etched rudder pedals (which can barely be seen!) were added to the tub, and the tub was then fitted into the right fuselage half and secured with Araldite both to the fuselage and intake trunking.

The Aires exhaust nozzle set is pretty much a replacement for the kit

exhaust and adds a vastly improved level of detail. I chose to add strength to the exhaust pipe by gluing lengths of sprue to it. The fuselage halves were glued together by adding Araldite to the side of the cockpit tub and intake trunking/nosewheel bay and taping the halves together, then running Plastic Weld along the main joins. Later with the tapes removed, the Plastic Weld was reapplied and the joins sanded smooth. The bulkhead for the radar was fitted into place with no problems, and was secured with cyanoacrylate.



Assembling the Aires exhaust nozzle



Here is the nozzle in place. Some Alclad Steel and Jet Exhaust will be blown onto the nozzle later

All of the accessories used add a lot to the end model, but the small size of the subject means that this is one for the experienced only!



"It is important right from the start to thin down the gun bay so that it won't impede the fit of the intake duct later"

← APPLYING PAINT & DECALS

I chose to apply Halfords Grey Plastic Primer to both the fuselage and main wing, as opposed to a white primer, because I wanted to depict a 'dirty' aircraft as was commonly seen. The white areas (underside of the fuselage, tailplanes & underside of the main wing) were sprayed white, then masked off as applicable and the Light Gull Grey areas sprayed on. Leaving the masking on, a ground-down black chalk pastel was applied (using a Micro-Brush) to most of the panel lines to act as a pre-shade, but be careful not to apply too much as the black can be quite strong, especially over white! A heavily thinned Light Gull Grey was then sprayed on, needing a few coats so that the pre-shaded lines could just be seen, leaving a subtle effect. The masking

was removed, and now the grey areas were masked off. The same process was used to pre-shade the panel lines on the white areas although the amount of black pastel used was reduced. Once again, a few coats of heavily thinned white were applied and when dry the masking removed. I must add a word of thanks to the Editor for planting this version of the pre-shading idea in my head! The rudder, underwing pylons, flaps, speed brake, landing gear doors and tailplanes were all given this treatment at the same time. The areas at the rear of the fuselage were masked and sprayed with Alclad Dark Aluminium, Steel and Jet Exhaust.

All the parts and sub-assemblies thus far were given a coat of Tamiya Clear (TS-13) to protect the paint finish and to provide a nice decal-friendly surface.

The decals came from Eagle Strike sheet No. 72005, Crusaders Part I (Thanks Ed!), although there are many sheets available for the F-8. The distinctive red and white checkers of CVW-21 appealed, and surprisingly I found that the decals needed some work to get them to bed down. Numerous applications of Daco 'Strong' was needed, along with gentle brushwork to get them to conform better as they were somewhat rigid, which was a surprise from this manufacturer? As some panels were cut out from the kit (refuelling probe bay and gun bay), these were temporarily attached in place with Blu-Tack, and then the decals applied. When dry, a new scalpel blade was run along the edges, and the panels removed.

Only now did I realise that I was enjoying this model maybe a bit too much, and had made a 'Boo Boo' in my state of blissful ignorance! The aircraft I had just decaled was in fact an F-8J, not an E as the kit is! The most noticeable omission I had made was not adding the large ECM fairing on the top of the fin. This would not be too hard as it can be made by modifying a 1:72 scale bomb and basically inserting it either into or onto the sides of the fin. In any case, it was too late for me now as I had already applied the decals (I promise to correct this one day!)

ODDS & ENDS

The undercarriage parts went together with ease, with the wheels coming from the CMK undercarriage set. Most of the undercarriage doors came from the

STEP BY STEP GUIDE - WEATHERING & PAINT

Here, some ground-down black pastel has been applied to the panel lines, over the initial coat of Light Gull Grey



The first coat of much thinned Light Gull Grey has been applied...see the subtle difference? Another coat or two and a subtle pre-shade will be seen





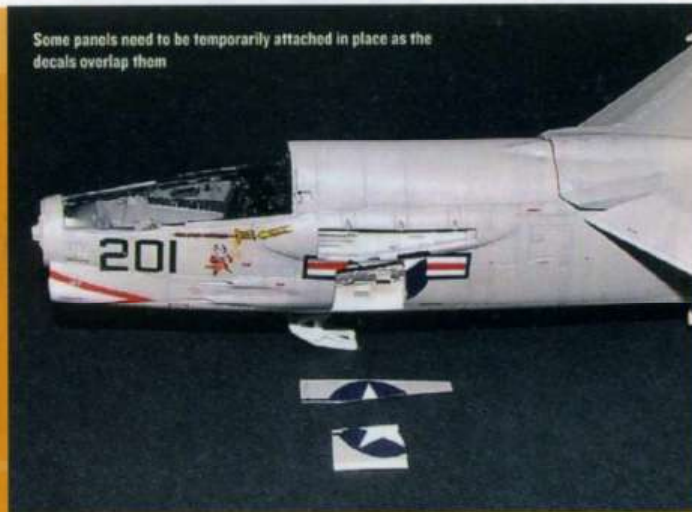
Although the cockpit aperture is very small, there is enough visible to make adding the cockpit update to the kit.



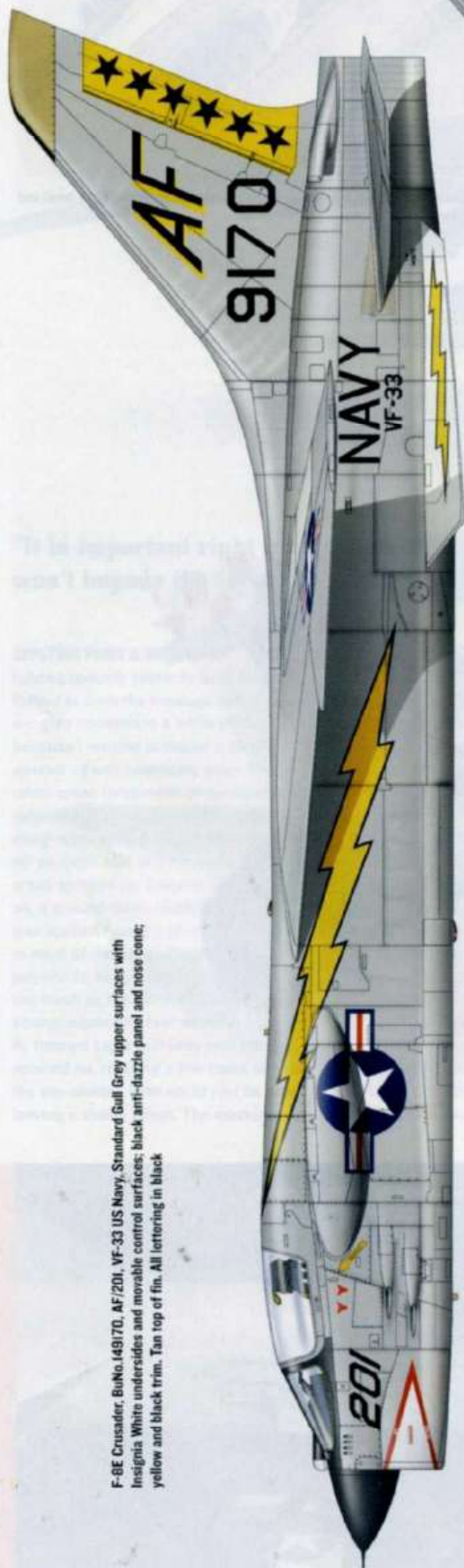
The wheel bay was nicely detailed from the box, but the use of the aftermarket set added extra detail and better clarity to the finer details



A coat of Tamiya X22 has been applied to the airframe parts so far



Some panels need to be temporarily attached in place as the decals overlap them



F-8E Crusader, BuNo 149170, AF/201, VF-33 US Navy. Standard Gull Grey upper surfaces with Insignia White undersides and movable control surfaces; black anti-dazzle panel and nose cone; yellow and black trim. Tan top of fin. All lettering in black

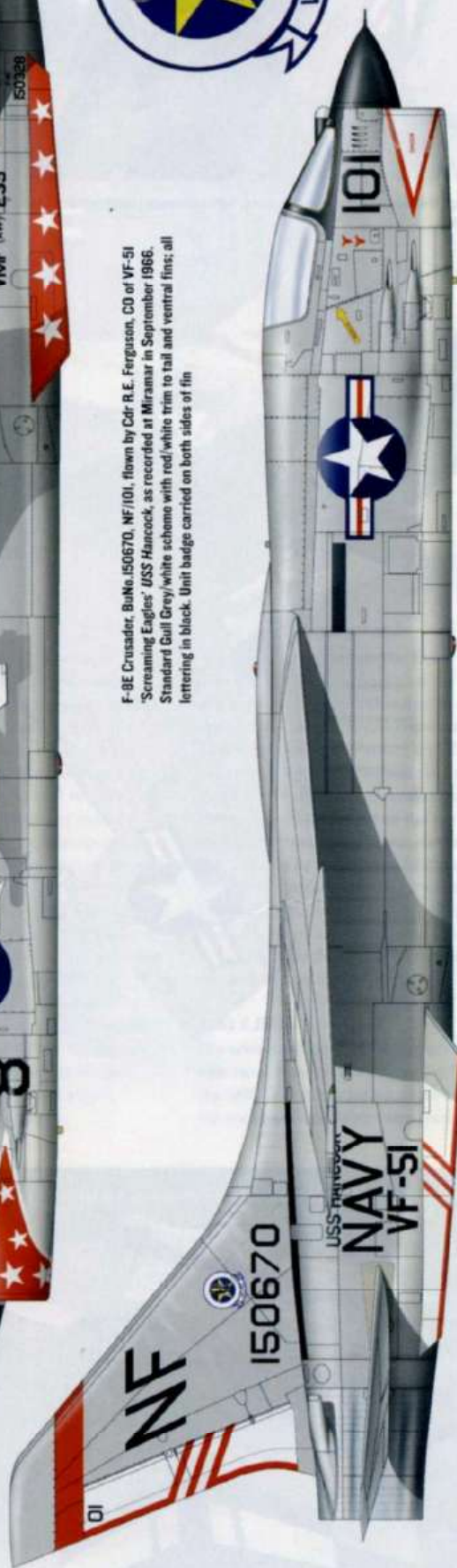


F-8E Crusader, BuNo 150328, DB/8, VFM(AW)-235, US Marine Corps, Da Nang (Vietnam), September 1966. Standard Gull Grey/white finish with red/white trim to tail, nose and ventral fins; all lettering in black

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



F-8E Crusader, BuNo 150670, NF/101, flown by Cdr R.E. Ferguson, CO of VF-51 'Screaming Eagles' USS Hancock, as recorded at Miramar in September 1966. Standard Gull Grey/white scheme with red/white trim to tail and ventral fins; all lettering in black. Unit badge carried on both sides of fin



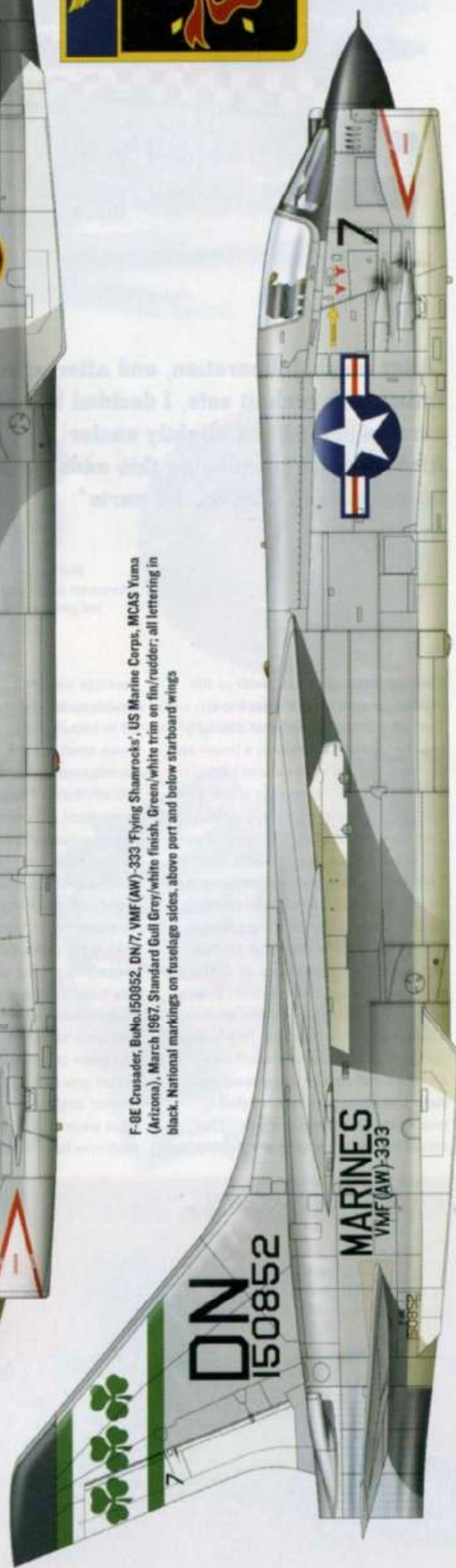


F-8E Crusader, BuNo. 150326, NM/00, flown by Cdr Billy Phillips, VF-191 'Satan's Kittens', Attack Carrier Air Wing Nineteen, USS Ticonderoga (CVA-14), September 1966. Standard Gull Grey/white finish; red flash on tail with white diamonds, red diamond on rudder outlined in yellow, black and orange. All lettering in black, except for '00' on top of fin which is in white; 'NM 00' in black above starboard wing in black. Note 'VF-191' repeated on underwing pylon and black area around gun ports.

F-8E (FN) Crusader, BuNo. 151752, 21, Flotille 14F, Aeronautique Navale, embarked on the carrier Foch (R-99), June 1967. Standard Gull Grey/white scheme with Tan radome; roundels on fuselage sides, above port and below starboard wings. '21' in black on fuselage, fin and above starboard wing.



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



F-8E Crusader, BuNo. 150852, DN/7, VMF(AW)-333 'Flying Shamrocks', US Marine Corps, MCAS Yuma (Arizona), March 1967. Standard Gull Grey/white finish. Green/white trim on fin/rudder; all lettering in black. National markings on fuselage sides, above port and below starboard wings.



"After much deliberation, and after priming and test fitting both cockpit sets, I decided to use the CMK version (as it fitted slightly easier), but with the Aires cockpit coaming as this adds significant detail in comparison with the kit parts"

Nick went for some colourful alternative aftermarket decals, only to find that the option he had gone for was an F-8J, not an E - Oops!

CMK set although a few, such as the nosewheel doors, were from the kit. The red warning edging was carefully applied to these doors with a brush and this also applied to the speed brake, which was then attached in place. The refuelling and gun bays were painted Zinc Chromate Yellow, and given a wash of Tamiya Smoke to add depth. The CMK cannon and ammunition were then added; the latter items required much care in fitting. The refuelling probe is nicely cast and the rearmost portion was made from thick brass wire. The probe was sprayed Alclad Steel before adding, then later given a few washes of black and blue oil paints to add wear and give a dirty appearance. It was attached into its bay using cyanoacrylate and some care was needed to ensure that it aligned correctly. The refuelling probe cover is attached to the

fuselage via three triangular pieces that double as hinges. Again care was needed in securing these to the cover, and three small holes were drilled into the corresponding fuselage bay to accommodate them. The kit weaponry is nicely moulded although the Sidewinders would probably benefit from thinner replacement fins. The kit 500lb Mk 82 Snakeye retarded bombs involve some repetition to clean up and paint as can be expected, but look fine once done. They were carefully attached to their respective pylons using cyanoacrylate. The main wing was put in place using copious amounts of Araldite at the rear portion where it fits into the fuselage and some trimming of the actuator piston was carried out so that the correct angle was achieved. Next the flaps were to be added, but I had a few problems here. In many photos of the



real aircraft the innermost flaps have a very pronounced droop, and I wanted to replicate this. After many trial fits, I could not achieve this without the rear of the flaps being pushed out of line. The reason for this seems to be that the fuselage sides of the kit can't be 'slab sided' enough to allow the flaps to just hang down, or the flaps are too far inboard? I decided the former was the problem but this could not be corrected and so unfortunately the only remedy was not to droop the innermost flaps too much, and to slightly sand the inner edge of these flaps to a slight taper to compensate.

The photo-etched instrument panel (with acetate backing) was attached to the Aires cockpit coaming, and some trimming here and there was necessary

in order to get it to fit properly. This trimming was done mainly on the inside of the opening for the coaming and on the front edges of the consoles where they slope up to the front of the cockpit. The coaming was added and the CMK seat, a superbly detailed but expectedly small assembly complete with etched seat belts and ejection handles, was also glued in position. The radar dish is very thin and required care when fitting. The small antenna in the centre of the dish is supplied as a photo-etched component, and was secured with a small dab of PVA. One nice addition in the Aires cockpit set is an assembly of a few etched parts for the HUD. These parts are tiny, but once made up and the sighting glass fitted, add much needed extra detail to the area.

STEP BY STEP GUIDE - WEATHERING & PAINTING

The airframe so far. The cockpit coaming has been fitted and the first coat of matt varnish has been applied

A wash of Tamiya Smoke (X19) accentuates the detail nicely, while the cannon and ammunition have been added

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

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STEP BY STEP GUIDE - ARMAMENT & FINAL TOUCHES



This photo shows the refuelling probe and AIM-9 Sidewinder



The bombs and pylons built straight from the box...



Academy thoughtfully offers the complete windscreen as a decal, and the yellow lines for the hood on their own as an alternative



The CMK seat is beautiful, although the Aires one is just as good. I used this one as it went with the CMK cockpit set, and its size can be judged next to a 2 pence piece!



Here, the seat has been fitted, as has the windshield...showing the filler needed to fill the gap...that I probably caused!



The prominent nose sensor and clear dome over the radar, along with the rearview mirrors fitted into the hood



Two machines from USS Hancock, the lower from VF-211 and upper from VF-24, seen in formation during the carrier's deployment to the Far East (©US Navy via Glenn Sands)



A busy carrier deck scene with A-3 Skywarriors and Crusaders visible. Going by the markings, the machines in the foreground are from VF-174 'Hells Razors' and those in the background seem to be from VMF-33, so the carrier is most likely USS Forrestal (©US Navy via Glenn Sands)

"Only now did I realise my 'Boo Boo', the aircraft I had just decaled was in fact an F-8J, not an E!"



The inboard flap section did not fit once test fitted, so they have to be made to fit, even though their profile is therefore no longer correct

The model was given a coat of matt varnish, and once dry some 'streaking' was added for extra effect, using chalk pastel as before, only as a much lighter application. Some paint chips and scuffing were added with an HB pencil. Gun smoke staining was added to the cannon ports with a thin oil wash, and once dry another coat of matt varnish, slightly tinted with white, was applied to the model. This white tint adds a slight amount of bleaching to the overall colour and when applied randomly, mainly on the upper surfaces, it gives a very subtle effect. The clear dome over the radar dish comes as a vac-formed part in the CMK set which is fine, and while a full canopy and windshield is

supplied in the same form, they both have too many blemishes to really be used, unfortunately. On looking around the web for various photos, I came across one which, although not exactly the same aircraft, was one used in the same unit, and this did not have the yellow outlining to the canopy and hood. Although this yellow lining is thoughtfully supplied in the kit decals, I decided to paint the hood and windshield black, then the hood in Light Gull Grey to get the exterior colour. These clear parts were painted freehand as no masking was needed, such was the clarity of the moulded lines. A second sighting glass was attached to the inside of the windscreen via a tiny etched mount,

and the windshield was then glued to the fuselage using Formula 560 PVA adhesive. Unfortunately there was too large a gap at the front edge of the windshield so I decided to add some filler...much later than I'd have liked, but I over-estimated how well it would fit. Thinking back, I'm sure I caused this problem when trimming to fit the cockpit coaming? Being very careful not to damage the fragile parts, the filler was carefully sanded smooth and the anti-glare panel retouched. The prominent nose sensor is provided as a clear part in the kit, so it was fitted in place and painted black. The Aires cockpit set also contains etched rearview mirrors to fit into the hood,

and these were fixed using Formula 560. I did not fit the resin hood interior as I thought it would make the hood framing look a tad too thick. The nose cone comes as a resin piece and it needs some cleaning up to remove the mould seam. The cone was then painted black on the outside and Tan on the inside, and a length of wire glued to the inside to act as a hinge from which to mount it, otherwise it would be very difficult as it is so thin. The nose antenna was made of two thicknesses of wire and secured with cyanoacrylate. A small hole was drilled into the top of the radar bulkhead, and to complete the model the nose cone was fitted in position. ■

Opening up the cannon bay, the refuelling arm and area under the wing make for a very busy looking model, especially in 1:72



FINAL VERDICT

■ Although Academy excel in the finer details and overall quality, the resin additions give that little extra finesse. Choosing which accessories to use is not easy as there is very, very little to choose between them, and maybe by combining both CMK and Aires cockpit parts I made life a bit more difficult for myself? With the cockpit coaming being so prominent this area benefits from the extra detail although the CMK cockpit is slightly easier to fit. CMK, Aires and Academy have to be highly commended for producing such high quality products, and even from the box the Academy kit is a real beauty. There is that problem when dropping the flaps though, but this inaccuracy (most likely in the fuselage contours in my opinion) is not immediately apparent, so be forewarned.

Was it worth the money?

Most definitely...for the kit and all the accessories mentioned here.

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

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Grumman F6F-5 Hellcat, BuNo.79603, 25/RF photographed on 16 August 1946 in typical post-war finish of Sea Blue Gloss overall with white lettering and an orange band around the rear fuselage to indicate that it belonged to a reserve unit (*Grumman*)

Hellcat FR Mk II, serial KE209, that had seen service with the Fleet Air Arm is seen here during a post-war air display in the company of a Fairey Fulmar. Note the camera port below the fuselage, aft of the wing trailing edge. Today this aircraft can be seen at the FAA Museum, Yeovilton (*R.J. Caruana*)



GRUMMAN'S BIG CAT

WRITTEN BY RICHARD J. CARUANA

Launched in mid-1941 as an insurance against failure of the F4U Corsair, the Grumman Hellcat was to become the mainstay of United States Navy (USN) carrier fighter operations in the Pacific.

With a 'kill-to-loss' ratio of nineteen to one in its favour, it accounted for no fewer than 5,150 enemy machines destroyed, bagging 4,947 of the 6,477 aerial victories claimed by USN carrier pilots during the Second World War.

From combat reports coming across the Atlantic after the first year of hostilities, it had become obvious to the USN that the F4F Wildcat was already inferior in performance and firepower by European standards. While the XF4U-1 – eventually to become the Corsair – had initiated its flight trials, the USN preferred to act prudently and have another naval fighter in hand should Chance-Vought's design not meet expected specifications.

Thus Grumman Aircraft Corporation's design team, headed by Leroy R. Grumman and William T. Schwendler, began work on an 'improved F4F'. Wind tunnel tests were conducted with a 1:16 scale model of the company project, bearing the designation G-50. A contract for two prototypes of the new fighter, designated XF6F-1, powered by a Wright R-2600-10 Cyclone air-cooled twin-row, 14-cylinder radial, was issued on 30 June 1941. Grumman's engineering team had sought the opinion of USN pilots as to what form the new carrier fighter should take and soon concluded that the development of the Wildcat would entail a complete redesign that bore only vague external resemblance to the F4F.

Additional weight of 60 percent over that of the F4F was mainly due to a substantial increase in internal fuel load and ammunition. This necessitated a wing area that proved to be the largest of any wartime US single-engined production fighter. It was mounted on the fuselage at the minimum angle of incidence to obtain the least amount of drag in level flight. The pilot was seated at the highest point of the fuselage giving him an excellent view forward and to both sides.

During the course of design and construction of the prototypes, the Mitsubishi A6M Zero had been encountered in combat and had shown that it was markedly superior to the F4F Wildcat. Grumman at one stage even debated the superior performance of a lightweight fighter, like the A6M, but this could only be achieved by sacrificing sturdiness of design and some 212lb of armour that was planned to provide protection for the pilot and vital sections of the XF6F-1. Traditional methods won the day, no doubt in preference for a fighter aircraft that could absorb as much punishment as possible during combat.

The sturdy construction also meant that Grumman's fighter would carry a strong fixed armament, in the form of six 0.5inch Colt-Browning machine guns with a maximum of 400 rounds per gun (rpg). Its overall weight was 12,000lb (eventually to rise to 15,000lb), double that of the aircraft that was to become its arch-rival, the Zero. Notwithstanding this, the Hellcat's primary requirement was to achieve a high performance without sacrificing armour protection, structural strength or firepower.

Selden A. Converse took the first XF6F-1 up for its maiden flight on 26 June 1942, less than a year after the design had been initiated. This was only a few weeks after the Battle of Midway; though this first major USN action was considered to have been a success, several lessons were learnt that were to influence naval aviation thinking for the rest of the war. As a result Grumman's President, Leon A. Swirbul, was summoned to Pearl Harbor where he met the Navy's combat tactics expert Lt Cdr J.S. Thatch. The latter insisted that projected performance figures for the production versions of the XF6F had to be improved if USN pilots were to oppose the A6M Zero on a par or, far more preferably, with an advantage.

A decision was taken to exchange the planned R-2600 Cyclone in favour

of the Pratt & Whitney R-2800 (B) Double Wasp, which provided some 25 percent extra power. The latter was installed in the second prototype (XF6F-3), which took to the air for the first time on 30 July 1942 with the type being named Hellcat soon afterwards.

Official trials began in earnest that summer, and the USN Bureau of Aeronautics was favourably impressed, especially by the excellent pilot's field of vision. Apart from some corrections to eradicate some longitudinal instability, the aircraft was found to be 'generally satisfactory'. It was also found that excessive trim change was necessary between flaps-up and -down movement, limiting dive speeds to 525mph due to flutter. This, together with some other minor snags, was ironed out as the first production aircraft were on the final assembly line, and included the replacement of the Curtiss Electric propeller with a Hamilton Standard unit and the elimination of the airscrew spinner.

Quantity production had been ordered on 23 May 1942, nearly a month before the flight of the first prototype, and Grumman immediately responded with an aggressive production schedule. A pre-production plant was set up at the Bethpage plant, where the first batch of F6F-3s could be built, while a special plant for the production of the Hellcat was being constructed. Even so, production jigs were already being set up and by October production started down the assembly line while work on the building was still going on. The first production F6F-3 flew for the first time on 3 October 1942.

The production F6F-3 Hellcat was powered by a Pratt & Whitney R-2800-10 Twin Wasp two-row radial rated at 2,000hp (maximum) at 2,700 revolutions per minute (rpm). Internal fuel, housed in self-sealing fuel cells, consisted a 60 US gallon tank beneath the pilot's seat and one in each wing with a capacity of 87.5 US gallons. This total of 235 US gallons carried internally ➔



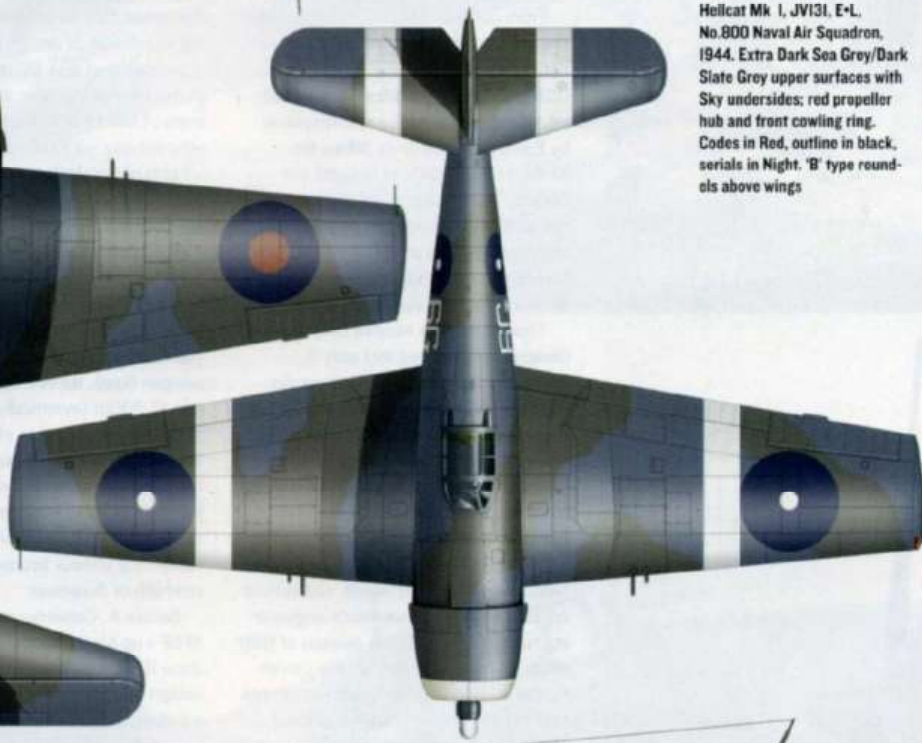
Grumman Hellcat Mk I, FN429/C, No.800 Squadron Fleet Air Arm, 1943. Extra Dark Sea Grey and Dark Slate Grey upper surfaces, with Sky undersides. Black propeller boss; type 'C' roundels on fuselage, type 'B' above wings and type 'C' under wings. Note that Gannet was the name originally given to the Hellcat in Royal Navy service



Above and Far Left: Grumman Hellcat Mk I, JV131, E+L, No.800 Naval Air Squadron, 1944. Extra Dark Sea Grey/Dark Slate Grey upper surfaces with Sky undersides; red propeller hub and front cowl ring. Codes in Red, outline in black, serials in Night. 'B' type roundels above wings



Below and Far Right: Grumman Hellcat FR Mk II, JW723/6G, No.904 Naval Air Squadron, Fleet Air Arm, HMS Ameer, 1945. Extra Dark Sea Grey/Dark Slate Grey upper surfaces with Sky undersides; white bands around wings, tail surfaces and cowl front. Serial in Night, codes in white; blue/white roundels in six positions



Grumman Helicat FB Mk II, JX890, 2-AB, No.896 Naval Air Squadron, Fleet Air Arm, Wingfield (South Africa), April 1945 (prior to sailing for Ceylon on *HMS Ameer*). Extra Dark Sea Grey/Dark Slate Grey upper surfaces with Sky undersides; serial in Night, codes in white. Blue/White national markings in standard positions; red propeller hub front



Grumman Helicat Mk II, JX995, B9-R, No.898 Naval Air Squadron, Fleet Air Arm, 1945. Sea Blue Gloss overall with serial, bands around wings, tailplane and air intake in white; red codes and propeller hub. Blue/white roundels in six positions



Grumman Helicat Mk II, JZ935, 145/W, No.1844 Naval Air Squadron, Fleet Air Arm, *HMS Indomitable*, 1945. Sea Blue Gloss overall with white codes and serials; blue/white markings on fuselage sides, above port and below starboard wing



Grumman F6F-3, '17', of VF-37, *USS Princetown* (CVL-23). Non-Specular Intermediate Blue with Non-Specular Sea Blue top decking; top of wings and tailplane is Non-Specular Sea Blue. Non-Specular Insignia White undersides



Grumman F6F-3, '00', flown by the Commander of Carrier Air Group (CAG) 5, 1942. Finish as above; US national insignia (outlined in red) on fuselage, top of port wing and below starboard wing; '00' in white on fuselage sides, repeated below tailplane in black. Diagonal white stripe on fin denotes CAG 5





Above and Below: Grumman F6F-3 Hellcat, '13', VF-16, US Navy, on board USS Lexington, Pacific, late 1943. Fuselage is in Non-Specular Intermediate Blue with Non-Specular Sea Blue top decking; top of wings and tail-plane is Non-Specular Sea Blue. Undersides are in Non-Specular Insignia White. US national insignia (outlined in red) on fuselage, top of port wing and under starboard wing; '13' in white on fuselage sides, front of cowl and top of fin



Above and Below: Grumman F6F-5 Hellcat, BuNo.94193, C/3, VF-695, US Navy (Reserve), Columbus (Ohio), July 1952. Sea Blue Gloss overall with white lettering; Orange band around rear fuselage and prop spinner. US national insignia on fuselage sides, above port and below starboard wings; 'Navy' in white below port wing, 'Columbus', also in white, above starboard wing



Grumman F6F-3K Hellcat, '17' of VU-1. Orange overall with Medium Green tail section. US national insignia on fuselage, above top port wing and below starboard bottom wing. Black '17' on fin, repeated in white on engine cowlings.



Grumman F6F-5, COBF20, flown by the Commanding Officer of VBF-20, 1946. Sea Blue Gloss overall with red front cowl ring, propeller hub and tip of fin/rudder; all markings and lettering in white. 'COBF20' repeated above starboard and below port wings; national insignia above port and below starboard wings



Grumman F6F-5, 809872/1.F.II, of Flotille 1, Aéronavale, operating in Indo China, 1945. Gloss Sea Blue overall with red propeller hub. National markings in six positions, together with tricolour on rudder. Codes and serial in white; unit badge carried on fin, both sides



Grumman F6F-5, 'S', GC II/9 'Auvergne, Armée de l'Air, Tan Son Nhut, Vietnam, 1952. Sea Blue Gloss overall with white code over a black rectangle; national insignia in six positions. Unit badge carried on both sides of cowlings



Grumman F6F-5, YO-80I, captured by Japanese forces and discovered by US Forces on Okinawa, 1945. Sea Blue Gloss overall with white code and top of fin; Hinomaru, outlined in white, in six positions



Grumman F6F-5, A-404, Aviación Naval, Uruguay. Dark Sea Blue/Light Blue finish. Lettering in white, with '04' of code repeated on the engine cowlings. National insignia in four wing positions.





ABOVE: Hellcat Mk I, JV105, E-W of No. 800 Naval Air Squadron photographed on board *HMS Emperor* cruising off the coast of Kykos (Greece) in September 1944. This unit carried red codes, often outlined in either white or black and was also distinguished by the same colour applied to the propeller hub and front of the cowlings (R.J. Caruana Archives)



LEFT: France used its F6F-5 Hellcats with both the air force and navy. 968/54.S.4 is an example in service with the *Aéronavale* and a number of these aircraft were used in Indochina (R.J. Caruana Archives)

could be supplemented by a 150 US gallon external drop tank fitted centrally beneath the fuselage. The new fighter weighed 9,024lb empty and 12,186lb loaded. A maximum speed of 376 mph could be achieved, with an initial climb rate of 3,240 feet per minute. It had a service ceiling of 37,500ft and a range, on internal fuel, of 1,090 miles.

INTO SERVICE

VF-9 on board the *USS Essex* became the first USN unit to receive the first production F6F-3 Hellcats on 16 January 1943. Grumman's production of the Hellcat went into high gear and by the end of that year they had delivered 2,555 examples. This enabled a considerable number of USN F4F Wildcat units to convert to the F6F-3 within very short period, although the first taste of action did not come until the summer of that year.

It was VF-5 that took the Hellcat into battle for the first time, operating from *USS Yorktown* as part of Task Force 15, on 31 August 1943. Later that same day, VF-9 also participated in the strike against Marcus Island. The F4U-I Corsair had already been used

in action some six months previously, though from a land base, whereas the F6F-3 began its career flying from the environment it had been created for, the aircraft-carrier. By the end of 1943, the Hellcat was virtually the exclusive equipment of fighter squadrons aboard all fast and light USN carriers operating in the Pacific. It was also the mount of a considerable number of USN fighter aces, such as Lt J.G. Ralph Hanks who, on 23 November 1943, managed to shoot down five A6Ms in five minutes. The following day further air battles between USN Hellcats and A6M Zeros ended in one F6F-3 lost for 30 enemy fighters shot down.

Early in 1944, 60 percent of F6F-3 production was being fitted with the R-2800-10W, which, with water injection for emergency power increased its power to 2,200hp. This engine becoming standard equipment for all Hellcats produced after April 1944. That month also saw the last of 4,402 examples from the first -3 production variant, which had also included a number of sub-types. These included the F6F-3P, -3E and -3N. The F6F-3P had a long focal length camera fitted in the fuse-

lage just aft of the wing trailing edge, provided with windows on either side. These windows were protected from being clogged up by engine exhaust emissions 'arrowhead' fairings and the type was found to be very useful for high altitude photo-reconnaissance.

The 18 F6F-3E Hellcats built had early versions of the AN/APRS-4 radar installed within a fairing attached to the starboard wing. Night vision from the cockpit was considered to be rather poor although this was somewhat corrected with the installation of a flat-fronted windscreen. They were soon superseded by the F6F-3N, which eventually became the standard radar-equipped night fighter version of the Hellcat. The extra weight of the radar equipment, together with the drag generated by the radome, meant a loss of some 16mph in top speed. It had the improved AN/APS-6 radar mounted in a similarly manner to the -3E and the first example (XF6F-3N) beginning flight trials at Quonset Point shortly after its first flight in July 1943. 149 examples of this type were delivered, the F6F-3N having its operational debut operating from USN carriers in

November 1943 during the occupation of the Gilbert Islands.

Meanwhile, the XF6F-2 that had flown for the first time on 7 January 1944. This was basically an F6F-3 fitted with a turbo-charged R-2800-21 engine, the turbocharger system being housed in a deeper fuselage. The XF6F-4 designation was used for the XF6F-1 modified to take the R-2800-27 engine that was fitted with a single-stage, two-speed supercharger. Its first flight was on 2 October 1942, but with no production order forthcoming it was converted back to full F6F-3 standard and delivered to the USN.

THE DEFINITIVE 'CAT'

Grumman was by now concentrating on improving the Hellcat, primarily in providing it with more speed and increased armament. A 'cleaned-up' F6F-3 managed to clock 410mph at 21,000ft in January 1944 and most of the modifications made to this machine, together with other changes introduced on the F3F-E/Ns, formed the basis for a second major variant, the F6F-5. The main exterior features included the deletion of the curved front windscreen, blanking off the windows aft of the cockpit canopy, installation of red instrument panel lighting, a redesigned close-fitting engine cowlings, spring tabs on the ailerons, an additional 30lb of armour, a strengthened tail section and built-in provision for the carriage



F6F-5 Hellcats aboard USS *Randolph* belonging to VF-8, carrying the carrier's code letter 'L' on their fin and starboard wing tip. The picture was taken in the summer of 1945 and the unit was decommissioned in November of that same year (U.S. Navy)

"The Hellcat has many claims to fame, not least of which is the fact that it bagged 4,947 of the 6,477 aerial victories claimed by USN carrier pilots during the Second World War"

of rockets and bombs under the wings and fuselage.

The weight of the F6F-5 was 9,238lb empty, 12,740lb normal and 15,314lb maximum. Top speed had now risen to 380mph at 23,400ft, while initial climb rate was 3,500ft per minute. This performance gave the new version an edge over the A6M5 of 45mph at 10,000ft, rising to 75mph at 25,000ft – the higher speed more than made up for the A6M5's superior manoeuvrability. Initially the wing armament remained the same as that of the F6F-3, although a 20mm cannon replaced the inboard machine guns on each side with late production models. These cannon could fire up to 200 rounds each and a total of 1,000lb of bombs could also be carried. Alternatively, three stub pylons under each wing allowed for the fitment of six 0.5inch 'high velocity air rockets' (HVAR).

During the two days of the Battle of the Philippine Sea (19-20 June 1944), the Hellcat became a living legend when it shot most of the Japanese opposition out of the sky. On the first day, Hellcats were despatched at 10.00am to provide fighter cover as radar had picked up a mass formation moving towards the American fleet. Of the 69 enemy aircraft in the first wave, 42 were shot down. During the second strike, only 20 enemy aircraft out of 128 managed to pass through

the American fighter cover, and of this total only 30 returned. By the end of the Battle, USN Hellcats had shot down the bulk of 300 enemy aircraft destroyed. This accomplishment became known as the 'Great Marianas Turkey Shoot'.

The -5 was also built as a night fighter as the F6F-5N and it carried the same radar equipment as the -3N. Thanks to its superb performance it was supplied to several nightfighting units in the Pacific, in one case even replacing the P-61 Black Widow at Leyte. It was also the sub-variant to be built in the largest quantity, 1,434 examples being built.

HELLCATS FOR THE FLEET AIR ARM

During 1943, the Royal Navy began to receive the first of 252 Hellcats under Lend-Lease. On joining the first units of the Fleet Air Arm (FAA), the F6F-3 was initially known as the Gannet but Hellcat was soon adopted in an effort to standardise names of those aircraft supplied by the US to Britain.

Preliminary trials were conducted in Britain with FN323, while FN322 was used for performance flight tests between July and August 1943. A third, FN331, joined the test programme during that period with the three aircraft carrying out some 100 hours in 61 flights each. Engines were changed after 60 hours and the main criticism centred around the lack

of pilot comfort, the seat becoming uncomfortable after 1.5 to 2 hours, while the harness was found to be difficult to adjust. FN344 was later tested in February 1944 with four rocket projectile rails under each wing.

The first of 252 Hellcat Mk Is went to re-equip No. 800 Naval Air Squadron (NAS) in lieu of the Sea Hurricanes Mk II in July 1943. Towards the end of the year, the unit embarked on HMS *Emperor* as part of No. 7 Naval Fighter Wing, and in April 1944 provided fighter escort for other aircraft attacking the *Tirpitz*. It had also performed a number of anti-shipping strikes off the Norwegian coast as early as December of the previous year. No. 804 NAS received its Hellcats in August 1943, but these were absorbed on 18 June 1944 into No. 800 NAS, which saw its complement rise from 10 aircraft to 20. Later that year the unit sailed to the Mediterranean to participate in the invasion of southern France.

More NAS units began to re-equip with the Hellcat, some also changing their Mk Is for the Mk IIs, the latter being the equivalent of the -5. Apart from those already mentioned these include Nos. 808, 881, 888, 889, 896, 898, 1839, 1840, 1844 and 1847.

The FAA also received a number of F6F-5Ps which were redesignated FR Mk II, while Nos 891 and 892 NAS were equipped with F6F-5Ns, which in

British service became known as NF Mk IIs. The bulk of Mk IIs saw service with the British Pacific Fleet in the Far East until VJ-Day. On their first major large-scale operation against Japanese forces, these Hellcats attacked oil refineries in Sumatra. The type also began to replace the Martlet (F4F) on board the light escort carriers and in all, 1,262 Hellcats were delivered to the FAA.

Before production of the Hellcat came to an end in November 1945 after a grand total of 12,274 examples had been built, Grumman conducted a series of experiments, including the installation of variants of the R-2800 engine. The XF6F-6, which flew for the first time on 6 July 1944, was powered by the R-2800-18W rated at 2,100hp, which could be boosted to 2,450hp using water injection. This became the fastest version of the Hellcat, attaining a maximum speed of 417mph at 22,000ft, however the F6F-6 never entered series production. With the surrender of Japan, the 1,677 -5s still on order were cancelled.

The only other nations to operate the Hellcat were France and Uruguay. The former received about 120 Hellcats and these were operated by both the Armée de l'Air and Aeronavale in Indochina during the early 1950s. The small number of Hellcats supplied to Uruguay continued to fly until retired from service in 1961. ■



JET-PROPELLED SPARROW

BUILT & WRITTEN BY GEOFF COUGHLIN FROM THE UK

The Heinkel He 162 Volksjäger (People's Fighter) was built in response to a projected need for a simple and effective fighter using the new BMW 003 engine. The specification was set out on the 10th September 1944, with designs to be submitted within ten days. Heinkel won, being selected for production on 25th September, and the prototype took to the air for the first time less than 90 days later on the 6th December!

CONSTRUCTION - COCKPIT ASSEMBLY & DETAILING

This is very straightforward and all in the usual Tamiya style. As you'd expect from being one of the very first operational jet fighters, the cockpit detail is pretty basic but Tamiya have captured pretty much everything that was in the real machine. The flare ejector chute is there in the starboard sidewall, as are the main breeches for the MG 151 20mm cannon. The Salamander (or Volksjäger - People's Fighter or, more correctly 'Spatz' - The Sparrow, 'Salamander'

relating only to the secret project name) was fitted with the first operational ejection seat and this too is well done. It neatly slips into a slot in the rear bulkhead. The only details missing from the seat are the two prominent tubular armrests and these were easily fashioned from fuse wire. A decal is included for the main instrument panel and this is surprisingly effective, even in 1:48. On this occasion I elected to paint the individual dials using Citadel Colour paints after drybrushing the panel in a lighter grey over the RLM

66 base coat (Tamiya XF63 German Grey is a good match). A drop of gloss varnish represents the glass faces of the dials.

The manufacturer does include decals for the seat harness, but I just can't bring myself to use these, as they are just too flat and two-dimensional. So they were substituted by Eduard pre-painted photo-etched examples that are simply stunning, incorporating the entire complex stitching as they do and quite impossible to recreate accurately with a brush.

The nose wheel bay is nicely done and even features the small square window for the pilot to see whether the gear has retracted or extended properly. Small stencil decals are included for the seat; so don't forget to add them.

Tamiya do supply a pilot figure should the mood take you...

MAIN UNDERCARRIAGE BAY

This is one of the more involved stages of the build and it is very enjoyable.

The bay is well detailed for 1:48 scale. I decided to spray just about all the parts

YOU WILL NEED...

Before starting:

- 5-Star Cyanoacrylate (thick)
- EMA Liquid Plastic Weld
- Masking tape
- Sidecutters
- #5 Tweezers
- Tamiya masking tape
- Sanding Sticks & Files
- Microscale Kristal Klear
- Superscale Set and Sol decal solutions
- Gunze Sangyo Neo Sol masking fluid



Recommended paints:

Xtracolor enamel:
X208 RLM 76 Lichtblau
X210 RLM 81 Braunviolett
X211 RLM 83 Dunkelgrün

Tamiya acrylics:
XF63 RLM 66 German Grey
XF22 RLM 02 RLM Grau
X19 Smoke

Humbrol enamel:
Satin Cote

Accessories Used:

Eduard #49-002 1:48 Pre-painted Luftwaffe Fighter Seat Belts

Dimensions:

Span - 23ft 7 1/2in (7.2m)
Length - 29ft 8 1/3in (9.05m)
Height - 8ft 6in (2.6m)

Dimensions - 1:48

Span - 150mm
Length - 188.5mm
Height - 54.2mm



MODEL INFO

SPEC: Tamiya 1:48 Heinkel He 162A-2 Salamander **KIT NO.:** 61097

MATERIALS; IM AVAILABLE FROM: The Hobby Company Ltd (UK Distribution) and Tamiya stockists worldwide
PRICE GUIDE: £21.99

"The manufacturer does include decals for the seat harness, but I just can't bring myself to use these as they are just too flat and two-dimensional. So they were substituted by Eduard pre-painted photo-etched examples"

ALSO RECOMMENDED...

Reference books:

- *Heinkel He 162* by M. Griehl, Luftwaffe Profile No.16 (Schiffer ISBN: 0-7643-1430-0)
- *Heinkel He 162* by D. Myhra, X-planes of the Third Reich (Schiffer ISBN: 0-7643-0955-2)
- *Heinkel He 162 Spatz (The Sparrow) Volksjäger* By Miroslav Balous and Miroslav Bily (MBI 2004 ISBN 80-86524-06-X)
- *He 162 Volksjäger* (Wydawnictwo Militaria 1997)
- *Luftwaffe Camouflage and Markings Vol. 2* K.A. Merrick (Classic Publications 2006 ISBN 1-903223-39-3)
- *Messerschmitt Me 163 and Heinkel He 162, Aero Detail 10* (Dai Nippon Kaiga Co. Ltd.)
- *Volksjäger, Monogram Close-up No.11* (Monogram Aviation Publications 1986)

⚠ Wear the right protective clothing when advised to



As such a simple subject the He 162 is crying out for added detail, and thankfully Tamiya have gone all the way with a complete engine plus a nicely detailed undercarriage bay and cockpit



"As you'd expect from being one of the very first operational jet fighters, the cockpit detail is pretty basic but Tamiya have captured pretty much everything that was in the real machine"

first, before assembling the bay, and this generally worked OK. By its very nature though, the complex construction of the real aircraft design means that you do really need to assemble the whole bay, including the legs, before the fuselage halves are joined. This will then result in some tricky masking but it's hardly insurmountable, you just need to be patient. The nose gear bay is painted flat aluminium and the main gear bay and all undercarriage legs RLM 02. Again, Tamiya XF22 RLM Grey is a good match.

When you look at the main gear legs of the real machine, they have prominent brake lines that run down each one and enter the rear of their respective wheel hubs. I replicated these using fine fuse wire, securing in place with small strips of metal foil. Stencil decals for the main wheel hubs are included and I left the wheels off until the end of construction to avoid damage and to ease painting. You'll notice the canted-in angle of the top of each main wheel. This means that the flat

spot on the bottom of each tyre needs to be sanded slightly off centre, so do watch out for this.

The ever-resourceful Tamiya includes a small ball bearing nose weight that sits just behind the cockpit bulkhead and is held in place with a vertical peg - very neat. I glued mine in place with a drop of cyanoacrylate because the constant little knocking sound as it moved slightly in its location was driving me mad!

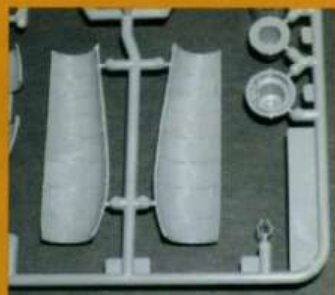
Another nice touch is the main wing

spar that holds the two pegs designed to take the interchangeable engine assemblies. Small poly caps secure the pins. The fuselage fits together faultlessly. It's about now that you should consider which of the four aircraft options you want to build, as each is subtly different in terms of colour scheme. Because I was building Oblt. Demuth's 'Yellow II', that has RLM 81 Braunviolett fins and upper tailplanes, I painted the fins separately and this reduced some of the masking. Their fit

STEP BY STEP GUIDE - ASSEMBLY



Kit sprue incorporating the cockpit area, note the level of interior detail



Kit sprue showing the engine cowl interior moulded detail - impressive



A good seat is included, it just needs some fuse wire arm rests adding. Nose wheel bay with the widow masked can be seen to the right and the instrument coaming is below it

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



From the box, and with careful painting, the engine can be made to look quite effective. We can only imagine what the aftermarket boys will do for this kit though!



The kit gives the option to build the kit so the engine you see here can be taken in and out, with the blanking plate in the intake stopping that see-through effect



This late in the war, the interior of structures was rarely primed, so the inside of the engine cowls are certainly ripe for some 'metal' paint effects



The He 162 was a very compact and simple design, all of which makes it an ideal model subject. There is scope to add more detail if you want, but it looks good from the box to us!



Built from the box, the kit offers a quite reasonable undercarriage bay. Geoff slightly flattened the tyre for a more realistic look



Apart from a few bits of wire, all that you see here came in the kit



Left fuselage half painted RLM 66 and drybrushed in a lighter shade of grey. Some basic details are picked out in red as on the real machine



The right fuselage half - notice the addition of fuse wire handles on the basic ejection seat and Eduard pre-painted seat harness. For more on the He 162's seat, visit <http://users.bestweb.net/~kcoyne/he162seat.htm>



Wartime photograph of the ejection seat built by Heinkel and fitted to their He 162



"Tamiya includes a small ball bearing nose weight that sits just behind the cockpit bulkhead and is held in place with a vertical peg – very neat. I glued mine in place with a drop of cyanoacrylate because the constant little knocking sound as it moved slightly in its location was driving me mad!"

is excellent so don't worry about any difficulties there.

The main gear doors need to be cut from a lower fuselage centre section, but this is very easy and a diagram is given in the instructions to help you. Speaking of the gear doors, they were left off until the end, as were the MG 151 cannon, wheels, cockpit instrument panel and canopy.

THE BMW 003E ENGINE

The whole engine assembly has been very well thought out. As I've said, the engine can be assembled separately

and displayed on a very neat stand. It can then be fitted onto the model with a separate open cowl assembly. Alternatively, if you prefer to leave the engine on the stand, additional parts are included to make another engine assembly with the cowl doors closed. Each complete unit is secured using the poly cap/pin approach outlined earlier.

To be fair, the engine is pretty well detailed as it is – especially for 1:48, still there will undoubtedly be those amongst you who will want to get out the fuse wire and add the missing wiring! The engine was painted pretty

much in accordance with the instructions, although I used Graphite Black instead of the more glossy semi-gloss black quoted in the instructions. The 'silver' in the instructions is Humbrol Metalcote Polished Aluminium on my example. Over this went a liberal coating of Tamiya Smoke X19, after plenty of pencil graphite dust was worked into the recesses using a small stubby brush.

PAINTING, DECALING & FINISHING

There were so many variations to the actual paint lacquers used on the He

162 (and other late-war Luftwaffe aircraft) that it is always good to try and identify the actual aircraft you want to build from the many photographs that have been published in recent years. I have seen two colour images showing JG 1 aircraft with their engine cowls painted RLM 81 Braunviolett instead of the more common RLM 83, so that's what I settled for. Many people will have views on this so I suggest you do a bit of research, make your decision and be happy with it! The main RLM colours came from the Hannants Xtracolor enamel range. The RLM 76 Lichtblau

STEP BY STEP GUIDE - FUSELAGE



Starboard fuselage half, illustrating the construction of the main gear bay, the addition of brake lines, plus that nose weight!

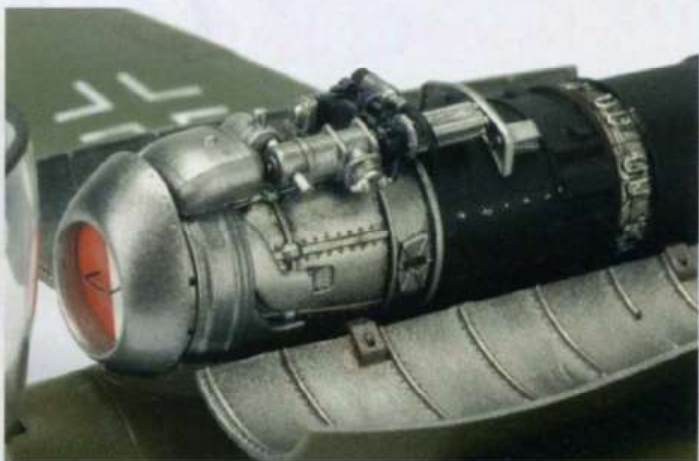


The fuselage halves joined together. Note the weight behind the rear cockpit bulkhead and main wing spar, all of which are perfect fits

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



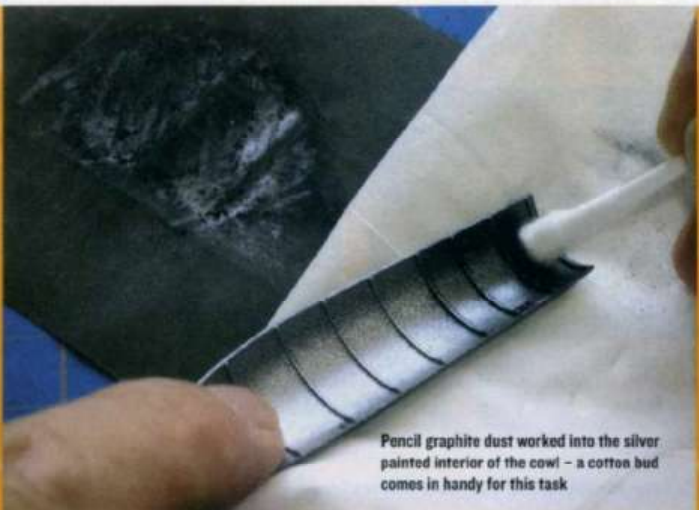
Apart from the firing handles and the addition of the pre-painted Eduard seat belts, everything else in the cockpit area comes in the kit



Even the cowlings for the engine can be positioned open or closed



The main gear bay fitted and painted RLM 02. This is a complex area yet it is very enjoyable to build



Pencil graphite dust worked into the silver painted interior of the cowl - a cotton bud comes in handy for this task



"Because I was building Oblt. Demuth's 'Yellow 11', that has RLM 81 Braunviolett fins and upper tailplanes, I painted the fins separately and this reduced some of the masking"

was lightened slightly as research shows that this colour was a shade or two lighter than when applied earlier in WWII.

The small canopy handles are made from fine fuse wire and it was touch and go if I replaced the kit DF loop, but I let it go this time as it seems just thin enough, but only just.

Only JG1 flew the He 162A-2 in Luftwaffe service, yet four different schemes are provided and the decals went on very well without silvering.

WEATHERING

All the weathering you see was done using artists' pastel chalk dust. I apply minute quantities of the dust using a

very short stubby brush. Always remember to add pastel dust little by little – you don't get a second chance, but the final effect can be realistic and pleasing. The panel lines were inked in using Citadel Colour Rust wash (onto the gloss surface once the decals had been applied and dried). After the Humbrol Satin Cote varnish was dry I used light

grey pastel chalk to further enhance some of the ribbing and panel lines.

Don't forget that the wings, most of the fuselage and nose cone were all composite wood construction, so avoid those metallic paint chips in these areas. I just used a sharp graphite pencil for some subtle scratches on the engine cowl. ■

STEP BY STEP GUIDE - ENGINE



The engine cowls before (below) and after (top) weathering. The graphite helps to create a more metallic finish



The completed BMW 003 engine sitting on its trolley. You can add some detail wiring to the engine if you choose

The completed BMW 003 engine, Tamiya also provide a neat dolly to display it on



FINAL VERDICT

■ OK, let's get things straight – this is an excellent kit, in just about every respect: fit (no filler required anywhere), level of detail is very fine, options include a complete BMW 003E engine with cowls open and separate enclosed engine, all interchangeable. All I added here were Eduard pre-painted seat harness, undercarriage brake lines, canopy handles and the canopy support locking rod. Everything else is in the kit, it's that good!

Was it worth the money?

All in all, a really enjoyable project and highly recommended to all.

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

new releases - kits

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

Bedford QL Refueller & Crossley Fire Tender

Scale 1:48 / Accurate Armour, UK / Materials: R, PE / Kit No.: K48003 & K48004 / Availability: Manufacturer / Price Guide: £59.98 & £54.99

Not aircraft we know, but not accessories either, this new range of 1:48 airfield vehicles comprises kits in their own right, as they are little works of art. Accurate Armour are well known in the military modelling field and have brought their experience and expertise into our side of the hobby now, with great effect. The two kits featured here are half of the first batch of four releases, the other two being the Austin K2Y 4x2 Heavy Ambulance (#K48001/£49.95) and AEC 854/0854 6x6 2,500 Gallon Refueller (#K48002/£64.99). Each kit is made up of a large number of beautifully cast resin parts, with a small fret of photo-etched in each to make up those components that are flat or too fine to cast in resin. Accurate Armour don't make the mistake of trying to use photo-etched to represent components that simply don't look real in that material. Each kit is completed with a comprehensive set of full-colour diagrammatic instructions and decals, printed by The Fantasy Printshop.

Verdict: Both are excellent products, produced to the highest quality and with excellent detail. It is unlikely their assembly will cause any problems, as long as you have experience working with these materials. Our thanks Accurate Armour for supplying the review samples.

References

Classic Military Vehicle Magazine, Nos.09 (February 2002), 11 (April 2002), 12 (May 2002), 13 (June 2002), 14 (July 2002), 16 (September 2002) & 43 (December 2004)
Crossley by Michael Eyre, Chris Heaps & Alan Townsin (OPC 2002 ISBN 0-86093-574-4)



Douglas SBD-1/2 Dauntless

Scale 1:32 / Trumpeter, China / Materials: IM, PE / Kit No.: 02241 / Availability: Pocketbond Ltd (UK Distribution) and Trumpeter stockists worldwide / Price Guide: £59.99

The SBD-1 was fitted with the Wright Cyclone R-1820-32 engine, entered USN service in the summer of 1939 and 57 were built, while the SBD-2 was fitted with autopilot and revised fuel and armament installations and 87 were built. This new kit is moulded in the usual light grey plastic and features recessed panel and rivet details. It is made up of 227 parts along with the usual 'extras' in the shape of fifteen photo-etched parts, three rubber tyres and two acetate films for the instrument panel. You get two sets of engine cowl sprues, one in grey and the other in clear plastic, should you wish to build your model with the engine exposed. Included is a full interior, engine with bulkhead, rear fuselage bay with separate access panel, separate dive brakes plus 100lb and 500lb bombs. The canopy is in five parts, so it can be posed open or closed. Decal options included are for two machines; 'White I' of VSMB-241 (SBD-2); '2-MB-1' of VMB-2, Marine Air Group II (SBD-1).

Verdict: This is an excellent kit, certainly one of their best to date. The level of detail is impressive and the subject in this scale certainly makes for a good-sized model. We are not fans of the rubber tyres or the clear instrument panels, but this aside there is little wrong with this kit and it can be recommended to all USN and USMC fans. Our thanks Pocketbond Ltd for supplying the review sample.

Dimensions

Span - 41ft 6 1/2in (12.66m)
Length - 33ft 1 1/4in (10.09m)
Height - 13ft 7in (4.14m)
Dimensions - 1:32
Span - 395.6mm
Length - 315.3mm
Height - 129.4mm

References

Douglas SBD Dauntless, Profile No.196 (Profile Publications)
Famous Aircraft of the World No.128 (Burin-Do, 1979)
(The) Official Monogram US Navy & Marine Color Guide Vol.2 (Monogram Aviation Publishing)
SBD Dauntless, Detail & Scale No.48 by B. Kinsey (Squadron/Signal 1996)
SBD Dauntless In Action No.64 (Squadron/Signal Publications)
SBD Dauntless Units of WW2 by B. Tillman, Combat Aircraft No.10 (Osprey 1999)



Polikarpov I-16 Type 10

Scale 1:48 / Eduard, Czech Republic / Materials: IM, PE /
Kit No.: 8148 / Availability: Hannants & LSA Models (UK)
and Eduard stockists worldwide / Price Guide: £14.95

+ This new kit depicts the Type 10 with its open cockpit, M25B (750hp) engine and four Shkhas 7.62mm machine guns [two in the upper forward fuselage], plus provision for six RS-82 unguided rockets under each wing. Hobbycraft produced this type back in 1992, with Academy reissuing it in 2001, so how is this one better? Well, it does not need to be, as it is around the same price, but what you get is a nicely moulded kit with subtle fabric effect and pretty good detail overall. The injected detail is supplemented with pre-coloured photo-etch for the instrument panel and seat belts, plus unpainted photo-etched for details like the cowl shutters, throttle box, various access panels, ring and bead sight and replacement access door. Four colour options are included, the first being that flown by Major Mikhail N. Yakushin of the Red Five Aerobatics Team in 1939, which is overall grey with a red tail and black cowl; an unknown unit operating in the Ukraine during the Summer of 1941, which is overall light grey with a streaky wash of green on the upper surfaces; the machine flown by Generalmajor Ivan A Lakeev, a Hero of the Soviet Union in 1941, which is green over light blue with a red tip to the cowl and spinner; the final option is 'Red 4' of an unknown unit operating in the Leningrad area in 1944, which is green and black over light blue.

Verdict: Eduard kits usually build well, so hopefully this one will be no exception. The components all look very good and with the addition of the photo-etched and the die-cut masks for the canopy and wheels, this is a very comprehensive package. It can certainly be recommended to all VVS fans. Our thanks to Eduard M.A. for the review sample.

References

Les avions de chasse Polikarpov (Ouest France, 1981)
Le Polikarpov I-16 by C. Cony, M. Ledet, J-A. Cerda & V. Kulikov (Lela Presse, 2001)
Polikarpov Fighters In Action (No.157) by Hans Heiri Stapfer (Squadron/Signal Publications 1996)
Polikarpov Fighters In Action Pt.2 (No.162) by Hans Heiri Stapfer (Squadron/Signal Publications 1996)
Polikarpov I-16 by P. Lanneau, J-A Cerda, S. Soulard & G. Duranthie (DTU s.a.r.l. 2001)
Venäläiset Hävittäjät by K. Keskinen & K. Stenman, Suomen Ilmavoimien Historia No.7 (Kari Stenman 2005 ISBN: 952-99432-5-3)

Dimensions

Span - 9.00m
Length - 6.07m

Dimensions - 1:48

Span - 187.5mm
Length - 126.4mm



E.E. Canberra B Mk 2

Scale 1:48 / Classic Airframes, USA / Materials: IM, R / Kit No.: 4126 / Availability: Hannants (UK Distribution) and Classic Airframes stockists worldwide /
Price Guide: £39.95

+ This new Canberra kit comes with the usual low-temperature limited-run injection moulded plastic we all now associate with this manufacturer, so time and care is needed for its assembly. Most of the parts are injected, with forty-three in grey and twelve in clear. Smaller detail and interior parts are all supplied in resin, with twenty of these in this particular kit. As expected, considering that Classic intends making a number of marks, the forward fuselage section is separate. The whole cockpit interior is resin and you have the option of the crew access door open or closed and two styles of nose blister. The wheel well interiors are resin, as are the engine fronts and exhausts. The main oleo legs are injected plastic and the wheels are resin, the former being a good idea taking into consideration the weight of this kit once built. Decal options in this kit are for WH667 of No.10 Squadron based at Nicosia during the Suez Crisis, WH718 of No.44 Squadron also based at Nicosia during the Suez Crisis and 51-17352, the pattern aircraft tested by the USAF in 1951. Option 1 is Medium Sea Grey and Dark Slate Grey over PRU Blue, option 2 is aluminium overall and option 3 is Medium Sea Grey over black.

Verdict: With care and patience this new Canberra kit should build up into an impressive model. The nature of the moulding is such that care and a lot of test fitting and adjustment will be needed, so this is no 'shake-and-bake' kit. If you have the experience with this type of product then it can be recommended and our thanks go to Hannants for supplying the review sample.

References

Canberra In Action No.77 (Squadron/Signal Publications)
E.E. Canberra by K. Delve, P.Green & J. Clemans (Midland Counties Publications)
E.E. Canberra Part I, On Target Profiles 7 by J. Freeman (The Aviation Workshop Publications 2005 ISBN: 1-904643-25-6)
English Electric Canberra Mk I & IV by K. Munson, Profile No.54 (Profile Publications 1965)

Dimensions

Span - 63ft 11 1/2in
(19.49m)
Length - 65ft 6in (19.96m)
Height - 15ft 8in (4.78m)

Dimensions - 1:48

Span - 406mm
Length - 415.8mm
Height - 99.6mm



new releases - kits

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

Kugisho PIYI Ginga '762nd Flying Group'

Scale 1:72 / Hasegawa, Japan / Materials: IM / Kit No.: 00797 / Availability: Amerang Ltd (UK Distribution) and Hasegawa stockists worldwide / Price Guide: £17.99

• Reissue of kit originally released in early 1996 (PIYI Type II #CP1). They also issued it the same year as the night-fighter PIY2-S (#CP2) version
• Often misidentified as being built by 'Yokosuka', which was the location of the Japanese Naval workshops. It was actually built by Kugisho (Dai-ichi Kaigun Koku Gijitsusho) as a replacement for the G4M. It was plagued by problems due to the high requirements of the specification and the technical difficulties this generated. The original Nakajima Homare was problematical and was replaced by the Mitsubishi Kasei.

• Kit comprises 4 clear and 72 grey-coloured injected plastic parts plus three photo-etched antenna and four poly caps.
• Decals for two machines, '762-24' and '762-36' both from the 762nd Naval Flying Group, 262nd Attack Squadron in March 1945. Both machines are listed as being IJN Green (Nakajima) over silver with black engine cowls.

Verdict: The mid-1990s were when Hasegawa really started to regularly produce some stunning new 1:72 kits and the Ginga is one of them. It is a real beauty and although some complained at the time that the interior detail was limited, and thus depended on aftermarket detail sets, there is enough in the box for most people's tastes. Don't forget Pavla do a vac-formed canopy for this kit (#V72-40) and Eduard did a photo-etched detail set (#72-218) and vinyl masks (#XS089). Our thanks to Hasegawa Corporation for supplying the review sample.

Dimensions

Span - 20.00m (65ft 7in)
Length - 15.00m (49ft 2in)
Height - 4.30m (14ft 1in)

Dimensions - 1:72

Span - 277.8mm
Length - 208.3mm
Height - 59.7mm

References

Imperial Japanese Army & Navy Night Fighters by S. Nohara & K. Osno, Model Art Special No.595 (Model Art & Co 2001)
Japanese Aircraft of the Pacific War by R.J. Francillon (Putnam, 1970)
Meatballs and Dead Birds by James P. Gallagher (Stackpole Books 2005 ISBN: 1-8117-3161-8)
Replic No. 56, April 1996
Yokosuka PIYI Ginga, Maru Mechanic No.23

**Panavia Tornado ECR & IDS**

Scale 1:144 / Revell, Germany / Materials: IM / Kit No.: 04048 & 04030
Availability: Revell (UK Branch) AG (UK Distribution) and Revell stockists worldwide / Price Guide: £2.99 each

• Revised reissues of the newly tooled Tornado first produced by Revell in 2004 (#04036).
• IDS = Interdictor/Strike, ECR = Electronic Combat & Reconnaissance. The IDS series includes all of the RAF GR-series (GR Mk I through to current GR Mk 4A)
• The ECR comprise 1 clear and 62 grey-coloured injected plastic parts, while the IDS is made up of 1 clear and 57 dark green-colour plastic components.
• Decals for two machines each, with the ECR offering markings for 1 Staffel, JaboG 32 at Lechfeld AB in 1994 and JaboG 32 at Lechfeld in 2004 and the IDS offering the display aircraft of MFG 2 based at Eggbek in 2002 plus a machine from JaboG31 based at Nörvenich AB in 2003.

Verdict: These are both lovely little kits, vastly superior to their old Tornado kit in this scale and also better than the old Dragon version. The level of detail, crispness of the panel lines etc and excellent colour decals options are all very impressive in this scale. Our thanks to Revell AG (UK Branch) for supplying the review samples.

Dimensions

Span - 45ft 6in (13.91m) at 25° sweep, 28ft 2in (8.60m) at 67° sweep
Length - 54ft 10in (16.72m)
Height - 19.5ft (5.95m)

Dimensions - 1:144

Span - 96.6mm [Extended], 59.7mm [Folded]
Length - 116.1mm
Height - 41.3mm

References

Aeroguide No. 4 & 24
Air International, February 1988 & April 1991
Panavia Tornado, Lock-On No.12 (Verlinden Publications 1991)
RAF Tornado - Aircraft Special Illustrated (Ian Allan)
Scale Aircraft Modelling Vol.19 No.5 (1997)
Tornado In Action No.111 (Squadron/Signal Publications)
World Air Power Journal Vol.3 (Autumn 1990), Vol.30 & 31 (1997)

**Boeing-Vertol CH-47D Chinook**

Scale 1:35 / Trumpeter, China / Materials: IM, PE, RB / Kit No.: 05105
Availability: Pocketbond (UK Importer) and Trumpeter stockists worldwide / Price Guide: £69.99

• Revised reissue of CH-47A (#05104) [See Issue 10]
• The CH-47D was originally powered by two T55-GA-712 engines, but today most Ds are fitted with T55-GA-714 engines. Apart from the upgraded engines, the type had fibreglass rotor blades, a redesigned cockpit to reduce workload, redundant and improved electrical systems, an advanced flight control system and improved avionics.

• In RAF service the CH-47D is the Chinook HC Mk 2 and HC Mk 2A, the difference in the Mk 2A being the strengthening of the forward fuselage for the fitment of an in-flight refuelling probe.

• Kit comprises 224 grey and 26 clear plastic, 27 photo-etched, one acetate, ten white-metal, and six rubber components.

• Decals included for two options; 101st Airborne Division, US Army, Operation Desert Storm 1991; 159th Aviation Battalion, 101st Airborne Division, US Army. Both are in Olive Drab overall.

Verdict: With both the A and D versions now available you can cross-kit to make just about every version except the Special Forces MH-47 (HC Mk 3). Our full build of the A will appear next month and from this the kit looks to be not too complex to build and very effective once completed. It is certainly big in this scale, but if you like battlefield helicopters there can't be a more famous one than the CH-47, and it is most highly recommended to all. Our thanks to Pocketbond Ltd for supplying the review sample.

**Dimensions**

Main Rotor Dia. - 60ft (18.29m)
Fuselage Length - 99ft (30.17m)
Height - 18ft 8in (5.68m)

References

Boeing Helicopters CH-47 Chinook, Aerofax Minigraph No.27 (Aerofax Inc., 1989)
CH-47 Chinook In Action No.91 (Squadron/Signal Publications)
Scale Aircraft Modelling (November 1978 & January 1988)

Dimensions - 1:35

Main Rotor Dia. - 522.6mm
Fuselage Length - 862mm
Height - 162.3mm

V.S. Spitfire F Mk 22/24

Scale 1:72 / CMR, Czech Republic / Materials: R / Kit No.: 5097 / Availability: Hannants (UK Distribution) and CMR stockists worldwide / Price Guide: £20.99

• New tooling prepared in collaboration with 4+ Publications
• Optional parts include both long and short barrels for the cannon, early and late style horizontal tailplanes, three- or four-spoke main wheel hubs and single- or double-tier rocket rails with 60lb HE heads on the 3in rockets.
• Kit comprises 68 resin and 2 vac-formed clear plastic components
• Decals for five machines: PK519, V6-A of No.615 Sqn, RAF Biggin Hill, 1950; VN318, W2-F of No.80 Sqn, RAF Kai Tak, 1949; VN318, W2-E of the Royal Hong Kong Auxiliary Air Force in late 1952; PK504, XT-P of No.603 Sqn, RAuxAF in 1949-50; '759' of the Syrian Air Force. Options one and two are camouflaged, while the remainder are aluminium overall.

Verdict: CMR's series of Spitfires in this scale are THE best around and the addition of these last two marks is most welcome. The quality of casting coupled with the detail and the addition of stunning decals including full stencils produced by Tally Ho! make for a very impressive overall product. It can certainly be highly recommended to all, and our thanks to CMR for the review sample.

**Dimensions**

Span - 36ft 11in (11.25m)
Length - 32ft 11in (10.03m)
Height - 13ft 6in (4.11m)

Dimensions - 1:72

Span - 156.3mm
Length - 139.3mm
Height - 57mm

References - Our pick of the bunch!

Griffon Spitfires, Aero Detail No.30 (Art Box Co., Ltd)
Spitfires and Polished Metal by G. Moss & B. McKee (Airlife Publishing 1999)
Spitfire - The History by E.B. Morgan & E. Shacklady (Key Publishing 1987)
Spitfire Mk XII-24, Aircam No. 8 (Osprey, 1989)
Vickers-Supermarine Spitfire F Mk 22/24 by M. Ovcak & K. Susa (Mark I 2006 ISBN: 80-86637-03-4)

new releases - accessories

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

Quickboost, Czech Republic [www.quickboost.net] / Available from Hannants (UK) and Squadron (USA)

This month sees a number of new update sets from Quickboost, so let's have a look what is on offer.



1:72 QB72 029

Heinkel He IIIH-6 (Late) Gun Barrels

This is a set of seven replacement barrels for all the machine-gun calibre weapons in the He III.

Designed for: Hasegawa kit

Material: R

Price Guide: £2.00



1:72 QB72 032

Boeing B-17G Gun Barrels

This set of thirteen gun barrels includes four with blast muzzles and the rest without. Although listed for Hasegawa, they are also suitable for the Academy kit.

Designed for: Hasegawa kit

Material: R

Price Guide: £2.00



1:48 QB48 040

Douglas A-26B/C Corrected Cowlings

With the release of the Invader in 1:72 by Italeri, all of a sudden there is renewed interest in Revell's 1:48 example and here you get a set of 'corrected' cowlings to replace the latest style ones seen in that kit.

Designed for: Monogram/Revell kit

Material: R

Price Guide: £3.50



1:48 QB48 043

Bristol Beaufighter Porcupine Exhausts

This set of short 'porcupine' exhaust stacks is suitable for the later series Mk VI and X airframes.

Designed for: Tamiya kit

Material: R

Price Guide: £2.00



1:72 QB72 030

N.A. B-25 Mitchell Engines

These replacement engines should not require any surgery to install, as they come with the rear bulkheads that fit into the kit nacelles.

Designed for: Hasegawa/Revell kits

Material: R

Price Guide: £3.50



1:72 QB72 034

Martin B-26C Marauder Gun Barrels

Following on from the engine set released by them a few months back, this set of nine barrels replaces all those in the old Airfix kit.

Designed for: Airfix kit

Material: R

Price Guide: £2.00



1:48 QB48 041

Curtiss P-40E Exhausts

These replacement 'hollow' exhaust stacks come in three separate parts per side.

Designed for: Hasegawa kit

Material: R

Price Guide: £2.00



1:48 QB48 044

Messerschmitt Me 262A Pitot Tubes

Not quite sure why resin is better than plastic here, but this set of replacement pitot tubes will do you three kits!

Designed for: Tamiya kit

Material: R

Price Guide: £1.50



1:72 QB72 031

N.A. P-51D Mustang Exhausts with shroud

A nice set of replacement 'hollow' exhausts for the Tamiya kit complete with the surround, so check that these apply to the option you are making.

Designed for: Tamiya kit

Material: R

Price Guide: £1.50



1:48 QB48 039

B-17G Engines

This is a nicely detailed set of replacement engines for the old Monogram kit, that come complete with the cowl gills, albeit they are only cast in the closed position.

Designed for: Monogram/Revell kit

Material: R

Price Guide: £4.85



1:48 QB48 042

Boeing B-17G Gun Barrels

Like the smaller 1:72 set reviewed previously, this set of replacement barrels includes four with blast dampers and the rest without.

Designed for: Monogram/Revell kit

Material: R

Price Guide: £2.00

Verdict: This series is growing on us, as it offers excellent, simple updates that are beautifully cast and nicely detailed. Our thanks to Quickboost for the review samples.

Available from: www.quickboost.net

Aires, Czech Republic (www.aires.cz) / Available from Hannants (UK) and Squadron (USA)

A nice mixed bag of new items this month from Aires.


1:72 7149
McDD F/A-18C Exhaust Nozzles - Closed

This is a simple set of exhaust nozzles, cast in the closed position, that replace those in the Fujimi kit.

Designed for: Fujimi kit

Material: R, PE

Price Guide: £7.25


1:72 7151
McDD F/A-18C Exhaust Nozzles - Open

Another set of replacement exhaust nozzles, although this time they are cast in the open position.

Designed for: Fujimi kit

Material: R, PE

Price Guide: £7.25


1:72 7152
LTV A-7E (Late) Cockpit Set

This is a 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. The 'early' version is already available (#7147), see Issue II.

Designed for: Fujimi kit

Material: R, PE

Price Guide: £5.40


1:48 4274
Focke-Wulf Fw 190A-3 Wing Gun Bays

This set offers the outboard cannon bays for the Fw 190A-3 with separate cannon, ammunition drums and access doors. Some surgery will be needed to fit them in the Tamiya kit.

Designed for: Tamiya kit

Material: R

Price Guide: £7.25


1:48 McDD FGR Mk 1
British Phantom Cockpit Set

This detailed cockpit tub for the FGR Mk I has the 'tub', seats, sidewalls, instrument panels and coamings all in resin, plus smaller details like rearview mirrors, control handles, seat belts and instrument panels.

Designed for: Hasegawa/Revell kits

Material: R, PE

Price Guide: £12.70


1:48 4296
D.H. Mosquito Wheels

This set offers replacement main wheels with plain hubs and square-block tread pattern, plus a new two-part tailwheel with an anti-shimmy wheel fitted. Die-cut vinyl masks are included to ease painting these items.

Designed for: Tamiya

Material: R, VM

Price Guide: £4.50


1:32 2042
Messerschmitt Bf 109G-10 Cockpit Set

This complete cockpit comes with the main floor/rear bulkhead, sidewalls, two styles of cannon breech cover, control column and gunsight in resin along with all the smaller details in photo-etched, such as the seat belts (multi-part), trim wheels and rudder pedals.

Designed for: Hasegawa kit

Material: R, PE

Price Guide: £10.99


1:32 2049 (Below left)
SJU-8/A Ejection Seat

This seat is suitable for the late production versions of the A-7E and it comprises the seat with separate head box and firing handles in resin, plus the belts with separate buckles in photo-etched.

Designed for: Trumpeter kit

Material: R, PE

Price Guide: £7.25

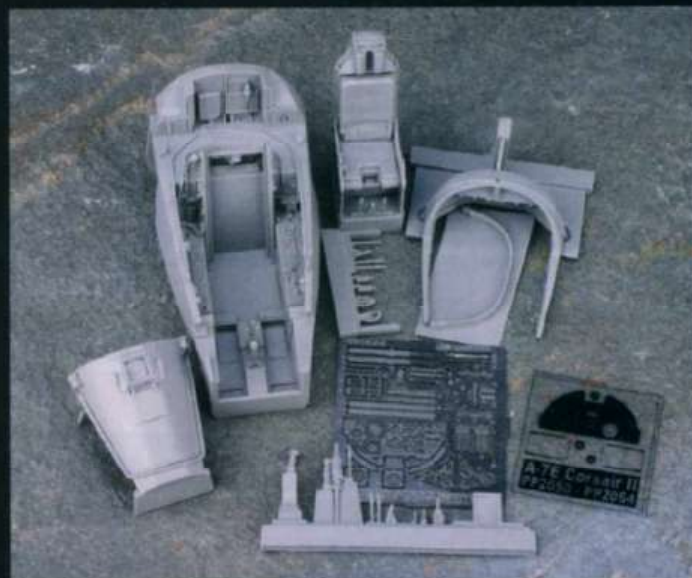
1:32 2050
LTV A-7E Corsair (Early) Cockpit Set

This complete cockpit update includes the 'tub', SJU-8/A ejection seat, control column, instrument panel and coaming and the lower hinged framework of the canopy, all in resin. The rest of the parts come as photo-etched, including the HUD frame, instrument panel, seat belts with separate buckles, rudder pedals and rearview mirrors.

Designed for: Trumpeter kit

Material: R, PE

Price Guide: £16.70



Verdict: Aires sets are some of the best around, the quality of the casting and the level of detail included is excellent, and they represent good value for money as well. This latest batch of new products is all up to these high standards and they are most highly recommended to all. Our thanks to Aires for supplying us with the review samples.

Available from: www.aires.cz

new releases - accessories

Latest product information for Scale Aircraft Modellers

Scale Caliber, United Kingdom (www.cammet.co.uk) / Available from Cammett

Here are the first two releases from a new range manufactured here in the UK.



1:24 P-40 Replacement Engine Set

The Allison V-1710-19 engine in this set comprises ten resin and ten white-metal components. The resin parts make up the bulk of the engine 'block' plus the oil and glycol cooler units while the metal adds the smaller details, as well as the engine bearers, propeller hub and blades. All the parts are beautifully cast with excellent detail and the pouring blocks on the resin parts are nearly non-existent, so no heavy clean-up is required.

Designed for: Vintage Fighter Series kit

Material: R, WM

Price Guide: £23.95



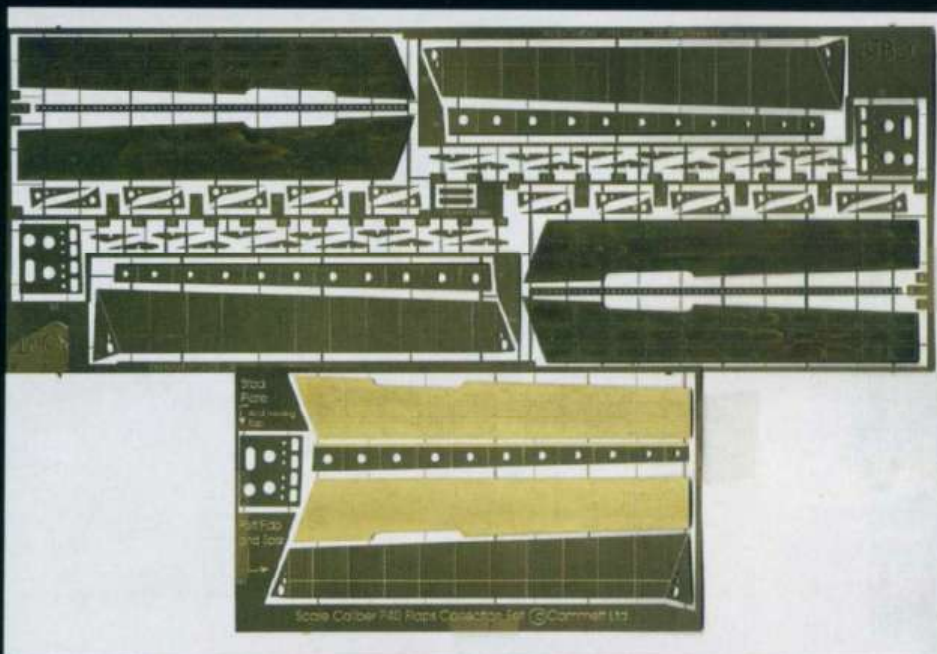
1:24 P-40 Flap Set

As the title suggests this is a complete set of replacement, separate, flaps for the P-40, all of which are made in photo-etched. The moulded-in detail in the kit wings will have to be removed before the new etched interiors can be fitted and the separate flaps themselves are direct replacements for these bits in the kit. All the ribs are separate, as are the 'boxes' seen mid-way along the flaps in all the P-36 and P-40 series. Some plastic strip and metal rod are also included in the set to make up the linkage etc.

Designed for: Vintage Fighter Series kit

Material: PE

Price Guide: £14.95



Verdict: This new series of accessories in the Scale Caliber range is very good, looking at these first two releases. The quality of the components is excellent, as is their presentation, and we have no hesitation in highly recommending them to all. Our thanks to Cammett for supplying us with the review samples.

Available from: www.cammet.co.uk



AMI480202 1/48
SB2U-3 'Vindicator'
\$ 28.45

RMX5519 1/48
F/A 18E Super
Hornet \$ 15.35

AC12101 1/32
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ED8131 1/48 Fokker
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Fw.200C-4 Condor
\$ 79.95



HA07238 1/48
F/A-18F Super
Hornet
\$ 48.70



CC491 1/48
Westland Wyvern
S.4 \$ 48.70

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MAI Issue 13 Competition
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and answer this simple question:
'From which previous version did the Firefly evolve?'
and one of these could be the next project occupying your workbench!

This is open to all our readers worldwide. You've got until September 30th 2006 to enter.

Competition rules

Employees/volunteers working for CMK, MPM Production and associated companies and their families are not permitted to enter. The first (correct) entry drawn will win. Entries are limited to one person per household/person. The winner's name will be published in a future edition of Model Airplane International. All entries received must reach ADH Publishing by 30th September 2006 when the draw takes place. Open to readers worldwide.

new releases - decals

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

AeroMaster, USA [www.aeromaster.com]

Available in UK from: Hannants

I:72 72-223 Lancaster Bombers at War Part I

- B Mk III, EE176, OR-M, 'Mickey the Moocher' of No.61 Squadron (DE/DG/N)
 - B Mk I, LL757, SR-W, 'Dor Wullie' of No.100 Squadron (DE/DG/N)
 - B Mk III, LM550, AS-B of No.166 Squadron (DE/DG/N)
 - B Mk III, LM624, DX-A of No.57 Squadron (DE/DG/N)
- Colour Key:** DE - Dark Earth, DG - Dark Green, N - Night Black
Designed for: Airfix, Hasegawa or Matchbox kits
Price Guide: £6.95

I:72 72-224 Lancaster Bombers at War Part II

- B Mk X, KB772, VR-R of No.419 Squadron, RCAF (DE/DG/N)
 - B Mk III, PB150, CF-V of No.625 Squadron, RCAF (DE/DG/N)
 - B Mk I, W4118, ZN-Y, 'Admiral Prune' of No.106 Squadron, flown by Sqn Ldr Guy Gibson (DE/DG/N)
 - B Mk III, ME499, AS-D of No.166 Squadron (DE/DG/N)
- Colour Key:** DE - Dark Earth, DG - Dark Green, N - Night Black
Designed for: Airfix, Hasegawa or Matchbox kits
Price Guide: £6.95

I:48 48-716 Southern European Mustangs Part III

- P-51D, S/No.44-14306, 'Lil Margaret', flown by Capt. Clyde B. East (NM/DD)
 - P-51D, S/No.44-13428, 'Cathy II' flown by Capt. Barry Lawler (NM/DD)
 - P-51D, S/No.44-13160, 'Spareparts' flown by Col. Ralph 'Doc' Watson (NM/DD)
 - P-51D, S/No.44-13264, 'Julie' flown by Maj. Robert C. Curtiss, the CO of the 2nd FS, 53rd FG (NM/DD)
- Colour Key:** NM - Natural Metal, DD - Olive Drab (anti-dazzle panel)
Designed for: Tamiya kit
Price Guide: £6.95

I:48 48-763 Early Phantoms In Combat Part I

- F-4C-22-MC, S/No.64-0693 flown by Capt. K.E. Holcombe and Capt. A.C. Clarke of the 45th TFS based at Ubon, Thailand (NSLGG/GW)
 - F-4C-22-MC, S/No.64-0679 flown by Capt. T.S. Roberts and Capt. R.C. Anderson of the 45th TFS from Ubon Thailand in July 1965 (NSLGG/GW)
 - F-4C-20-MC, S/No.63-7656 of the 555th TFS, 8th TFW based at Ubon, Thailand in early 1966 (NSLGG/GW)
 - F-4C, S/No.64-0839 flown by Pick Pascor and Norm Wells during their mission on the 8th January 1967 when they shot down a MiG-21 (FG/G/T/LG)
- Colour Key:** NSLGG - Non-Specular Light Gull Grey FS36440, GW - Gloss White, FG - Forest Green FS34079, G - Green FS34102, T - Tan FS30219, LG - Light Grey FS36622
Designed for: Hasegawa kit
Price Guide: £7.50

I:48 48-764 Early Phantoms In Combat Part II

- F-4C-23-MC, S/No.64-0752 flown by Maj. Paul Gilmore and 1st Lt William Smith of the 480th TFS, 35th TFW based at Da Nang, South Vietnam in April 1966 (FG/G/T/LG)
 - F-4C-18-MC, S/No.64-7489 flown by Capt. W.J. Swedner and 1st Lt D.A. Buttrell of the 490th TFS, 35th TFW when it shot down a MiG-21 on the 14th July 1966 (FG/G/T/LG)
 - F-4C-23-MC, S/No.64-0748 flown by Lt Col. Robert F. Titus the CO of the 389th TFS, 366th TFW based at Da Nang, South Vietnam in January 1967 (FG/G/T/LG)
 - F-4D, S/No.67-0463 flown by Steve Ritchie during his first and fifth MiG kills (FG/G/T/LG)
- Colour Key:** FG - Forest Green FS34079, G - Green FS34102, T - Tan FS30219, LG - Light Grey FS36622
Designed for: Hasegawa kit
Price Guide: £6.95

I:48 48-771 Blue Diamond Mustangs, 356th FG Part I

- P-51D, S/No.44-15189, PI-B, 'Margie Darling' flown by Lt Robert E. Barnhart of the 360th FS, 356th FG (NM)
 - P-51D-15, S/No.44-15271, OC-W, 'Starduster', flown by Lt Col. William Kennedy of the 359th FS, 356th FG (NM)
- Colour Key:** NM - Natural Metal
Designed for: Tamiya kit
Price Guide: £7.95

I:48 48-772 Blue Diamond Mustangs, 356th FG Part 2

- P-51D-10, S/No.44-14754, PI-L, 'Sweet & Low Down' flown by Lt Wayne C. Gatlin (NM)
 - P-51D-15, S/No.44-15310, QI-B, 'DoDo', flown by Lt Clinton D. Burdick of the 361st FS, 356th FG (NM)
- Colour Key:** NM - Natural Metal
Designed for: Tamiya kit
Price Guide: £7.95

I:48 48-779 Aussie Spitfires Part 3

- Mk VIII, A58-614, ZP-Q, 'Grey Nurse' flown by Flt Lt Alf Glendenning of No.457 Squadron based at Morotai in 1945 (OG/DG/MSG)
 - Mk VIII, A58-606, ZP-W, 'Grey Nurse' flown by Sqn Ldr B. Watson, No.457 Squadron, based at Darwin in February 1945 (OG/DG/MSG)
 - Mk VIII, A58-526, UP-L, 'Avagrog', No.79 Squadron based at Morotai in mid-1945 (DE/FG/AB)
 - Mk VIII, A58-516, QY-T, flown by Flt Lt L.S. Compton, No.425 Squadron based at Morotai in December 1944 (FG/SB)
- Colour Key:** OG - Ocean Grey, DG - Dark Green, MSG - Medium Sea Grey, DE - Dark Earth, FG - Foliage Green, AB - Azure Blue, SB - Sky Blue
Designed for: Hasegawa, ICM, Arai/Otaki kits
Price Guide: £6.95

CAM Pro, USA [www.camdecals.com]

Available in UK from: Hannants

I:72 P72-001 Vought A-7E Corsair II

- A-7E, BuNo.160544, VA-72 'Blue Blazers', USS Midway (CV-41), CVW-5, 1979 (GW/GG)
 - A-7E, BuNo.157523, VA-27 'Royal Maces', USS Enterprise (CVN-65), CVW-12, 1973 (GW/GG)
 - A-7E, BuNo.160737, VA-22 'Fighting Red Cocks', USS Enterprise (CVN-65), CVW-11, 1982 (GG)
- Colour Key:** GW - Gloss White, GG - Gull Grey (FS16440)
Designed for: Hasegawa or Italeri kits
Price Guide: £5.75

I:72 P72-002 Vought A-7E Corsair II

- A-7E, BuNo.160552, VA-72 'Blue Hawks', USS John F. Kennedy (CV-67), CVW-3, Operation Desert Storm, 1991 (T/B)
 - A-7E, BuNo.153830, VA-147 'Argonauts', USS Kitty Hawk (CV-63), CVW-9, 1987 (GHG)
 - A-7E, BuNo.158835, VA-12 'Clingers', USS Dwight D. Eisenhower (CVN-69), CVW-7, 1985 (GHG)
 - A-7E, BuNo.160713, VA-46 'Clansmen', USS John F. Kennedy (CV-67), CVW-3, Operation Desert Storm, 1991 (GHG)
- Colour Key:** T - Tan (FS31667), B - Brown (FS30233), GHG - Ghost Grey (FS36375)
Designed for: Hasegawa or Italeri kits
Price Guide: £5.75





I:48 48-780 Aussie Spitfires Part 4

- Mk VIII, A58-600, ZP-X, 'Grey Nurse' flown by Flt Lt John Jenkins of No.457 Squadron based at Labuan in 1945 (OG/DG/MSG)
 - Mk VIII, A58-435, QY-T, flown by Flt Lt Ron Cundy, No.452 Squadron, based at Sattker, Northern Territory in mid-1944 (FG/SB)
 - Mk VIII, A58-543, UP-?, No.79 Squadron based at Morotai in 1945 (DE/FG/AB)
 - Mk VIII, A58-517, UP-F, 'Hava Go Jell!' flown by Flt Lt Norm Smithell, No.79 Squadron based at Morotai in 1945 (DE/FG/AB)
- Colour Key:** OG - Ocean Grey, DG - Dark Green, MSG - Medium Sea Grey, DE - Dark Earth, FG - Foliage Green, AB - Azure Blue, SB - Sky Blue
- Designed for:** Hasegawa, ICM, Aii/Otaki kits
- Price Guide:** £6.95

I:48 48-781 F-100D USAF Super Sabre Part V

- F-100D, S/No.55-2796, flown by Capt. Robert Maxwell of the 511th FBS, 405th FBW based at Langley AFB in May 1959 (NM)
 - F-100D, S/No.55-3558, 'Stinger' of the 35th TFS, 8th TFW based at Itazuke AFB, Japan in 1960 (NM)
- Colour Key:** NM - Natural Metal
- Designed for:** Revell-Monogram kit
- Price Guide:** £7.95

I:72 P72-001 Vought A-7E Corsair II

- A-7E, BuNo.160544, VA-72 'Blue Blazers', USS Midway (CV-41), CVW-5, 1979 (GW/GG)
 - A-7E, BuNo.157523, VA-27 'Royal Maces', USS Enterprise (CVN-65), CVW-12, 1973 (GW/GG)
 - A-7E, BuNo.160737, VA-22 'Fighting Red Cocks', USS Enterprise (CVN-65), CVW-11, 1982 (GG)
- Colour Key:** GW - Gloss White, GG - Gull Grey (FS16440)
- Designed for:** Hasegawa or Italeri kits
- Price Guide:** £5.75

I:48 P48-001 Vought A-7E Corsair II

- A-7E, BuNo.160552, VA-72 'Blue Hawks', USS John F. Kennedy (CV-67), CVW-3, Operation Desert Storm, 1991 (T/B)
 - A-7E, BuNo.153830, VA-147 'Argonauts', USS Kitty Hawk (CV-63), CVW-9, 1987 (GHG)
 - A-7E, BuNo.158935, VA-12 'Clingers', USS Dwight D. Eisenhower (CVN-69), CVW-7, 1985 (GHG)
- Colour Key:** T - Tan (FS31667), B - Brown (FS30233), GHG - Ghost Grey (FS36375)
- Designed for:** Hasegawa kit
- Price Guide:** £6.99

I:48 P48-002 Vought A-7E Corsair II

- A-7E, BuNo.160544, VA-72 'Blue Blazers', USS Midway (CV-41), CVW-5, 1979 (GW/GG)
 - A-7E, BuNo.157523, VA-27 'Royal Maces', USS Enterprise (CVN-65), CVW-12, 1973 (GW/GG)
- Colour Key:** GW - Gloss White, GG - Gull Grey (FS16440)
- Designed for:** Hasegawa kit
- Price Guide:** £6.99

I:48 48-782 F-100D USAF Super Sabre

Part VI

- F-100D, S/No.55-2950, flown by Col. C. Banbury of the 81st TFS, 50th TFW based at Toul-Rosieres AFB, France in 1958 (NM)
 - F-100D, S/No.56-3315, flown by Maj. C. Jones of the 492nd TFS, 48th TFW based at Chaumont AFB, France in 1959 (NM)
- Colour Key:** NM - Natural Metal
- Designed for:** Revell-Monogram kit
- Price Guide:** £7.95

I:48 48-785 The Wolf Pack Part X

- P-47D, S/No.42-76363, flown by Capt. Billy Edens of the 56th FG based at Boxed in 1944 (OD/MG/NG)
 - P-47D-15-RA, S/No.42-2772, 'El Diablo/Eleanor III', flown by Lt Anthony Cavallo of the 63rd FS, 56th FG in early 1944 (OD/NG)
 - P-47D-10-RA, S/No.42-75109, 'Louisiana Pirate', flown by Maj. Robert Landry the CO of the 56th FG (OD/NG)
 - P-47D-26-RA, S/No.43-23382, 'Ole Cock III', flown by Capt. Don Smith of the 61st FS, 56th FG (DG/MG/NM)
- Colour Key:** OD - Olive Drab, MG - Medium Green, NG - Neutral Grey, DG - Dark Green, NM - Natural Metal
- Designed for:** Hasegawa or Tamiya kits
- Price Guide:** £7.95

I:48 P48-003 Vought A-7E Corsair II

- A-7E, BuNo.160713, VA-46 'Clansmen', USS John F. Kennedy (CV-67), CVW-3, Operation Desert Storm, 1991 (GHG)
 - A-7E, BuNo.160737, VA-22 'Fighting Red Cocks', USS Enterprise (CVN-65), CVW-11, 1982 (GG)
- Colour Key:** GG - Gull Grey (FS16440), GHG - Ghost Grey (FS36375)
- Designed for:** Hasegawa kit
- Price Guide:** £6.99

I:32 P32-002 Vought A-7E Corsair II

- A-7E, BuNo.160552, VA-72 'Blue Hawks', USS John F. Kennedy (CV-67), CVW-3, Operation Desert Storm, 1991 (T/B)
- Colour Key:** T - Tan (FS31667), B - Brown (FS30233)
- Designed for:** Trumpeter kit
- Price Guide:** £8.75

I:32 P48-005 Vought A-7E Corsair II

- A-7E, BuNo.160737, VA-22 'Fighting Red Cocks', USS Enterprise (CVN-65), CVW-11, 1982 (GG)
- Colour Key:** GG - Gull Grey (FS16440)
- Designed for:** Trumpeter kit
- Price Guide:** £8.75

I:48 48-786 The Wolf Pack Part IX

- P-47D, S/No.42-76234, flown by Maj. Robert S. Johnson in April 1944 (OD/NG)
 - P-47D S/No.42-7550, flown by Col. Francis S. Gabreski of the 61st FS, 56th FG (OD/NG)
 - P-47D-II-RE, S/No.42-75207, 'Rosie Geth', flown by Capt. Fred Christensen (OD/NG)
 - P-47D, S/No.WW42-75276, 'Category E', this was an old P-47D converted by the 56th FG to a two-seater (DG/OG/MSG(or)NG)
- Colour Key:** OD - Olive Drab, MG - Medium Green, NG - Neutral Grey, DG - Dark Green, MG - Medium Grey, NM - Natural Metal, OG - Ocean Grey, MSG - Medium Sea Grey
- Designed for:** Hasegawa or Tamiya kits
- Price Guide:** £7.95



Verdict: This is another fine selection of sheets from AeroMaster, all of which are beautifully printed and come with clear full-colour instructions. They are highly recommend to all and our thanks to AeroMaster for the review samples.

BEST BUY 9/10

FOR: SEE REVIEWS



Verdict: The CAM (Custom Aeronautical Miniatures) range has recently changed hands and this new 'Pro' brand is from the new owners. All of those reviewed above are very well printed and come with clear full-colour instructions, although sadly nothing in the way of stencils. They are recommend to all fans of the A-7 and our thanks to Hannants for the review samples.

BEST BUY 8/10

FOR: SEE REVIEWS

new releases - decals

Some more new sheets to catch your attention!

Dutch Profile, The Netherlands [www.dutchprofile.nl]

Available in UK from: Hannants

1:72 & 1:48 Profile No.4 Presentation Spitfires

- Mk Ila, P8367, 'Bali', No.616 Sqn, RAuxAF, RAF Tangmere, 1941 (DE/DG/S)
- Mk Iib, P8334, 'Rembang', No.303 (Polish) Sqn, RAF Northolt, 1941 (DE/DG/S)
- Mk Vb, BL627, 'Wonosobo', BL627, No.317 (Polish) Sqn, RAF Northolt, 1942 (OG/DG/MSG)
- Mk Vb, BL646, 'Muntok', No.316 (Polish) Sqn, RAF Northolt, 1942 (OG/DG/MSG)
- Mk Iib, P8332, 'Soebong', No.222 Sqn, RAF Matlaske, 1941 (DE/DG/S)
- Mk Iib, P8342, 'Ceram', No.306 (Polish) Sqn, RAF Northolt, 1942 (OG/DG/MSG)
- Mk Vb, BL581, 'Moesi Ili', No.313 (Polish) Sqn, RAF Northolt, 1942 (OG/DG/MSG)
- Mk Vb, AD231, 'West Borneo II', 307th Fighter Squadron, 31st Fighter Group, USAF Merton, 1942 (OG/DG/MSG)
- Mk Ila, P8361, 'Krakatau', No.303 (Polish) Sqn, RAF Northolt, 1941 (DE/DG/S)
- Mk Vb, BL685, 'Brastahi', Soviet Air Force (OG/DG/MSG)
- Mk Vb Trop, BL676, 'Bondowoso', FAA, 1942 (OG/DG/MSG)

Colour Key: DE - Dark Earth, DG - Dark Green, S - Sky, OG - Ocean Grey, MSG - Medium Sea Grey

Designed for: Any suitable Spitfire kit

Price Guide: £TBA (11.25)

Verdict: This sheet ties in with the profile produced by them and it comes with both 1:72 and 1:48 options on the one sheet. Also included is the artwork for P8342 in 1:32 to replace the inaccurate one in the Hasegawa kit. All of the images are beautifully printed, with perfect register and density and the instructions are clear and concise. Both decals and profile are most highly recommended and our thanks to Dutch Profile Publications for the review sample.



BEST BUY 10/10

FOR: SEE REVIEW

VNAF Model Aircraft Club, USA

Available in UK from: Manufacturer

1:48 VNAF - Douglas AD-6 Skyraider

- BuNo.135224, 'X' of the 1st Fighter Sqn (later 514th FS) based at Bien Hoa AB, Republic of Vietnam Air Force (LGG/IW)
- BuNo.135237, 'Y', 514th Fighter Squadron, Republic of Vietnam Air Force, based at Bien Hoa AB in 1962 (LGG/IW)

Colour Key: LGG - Light Gull Grey (FS36440), IW - Insignia White (FS37875)

Designed for: Monogram & Tamiya kits

Price Guide: £TBA

Verdict: This is a new range from the USA, and the sheets have been printed by Microscale, so you can be assured of their quality. The AD-6 designation was changed to A-1H in September 1962, so these options apply to that type in kit form. There are sufficient markings included on the sheet, with some stencils, for you to make both options.

BEST BUY 10/10

FOR: SEE REVIEW



Techmod, Poland (www.techmod.pl)

Available in UK from: Hannants

I:72 72042 Hawker Typhoon Mk Ib

- JP510, FM-A of No.257 Squadron, flown by Sqn Ldr R.H. Fokes, from RAF Warmwell in August 1943 (DG/OG/MSG)
- R8829, -B of an unidentified unit based in Africa in 19433 (DE/MS/AB)
- DN421, EL-C of No.187 Sqn, RAF Appledram in June 1943 (DG/OG/MSG)
- R8781, EL-C of No.486 Squadron, flown by Sgt K.G. Taylor-Cannon from RAF Tangmere in December 1942 (DG/OG/MSG)

Colour Key: DG - Dark Green, OG - Ocean Grey, MSG - Medium Sea Grey, DE - Dark Earth, MS - Middle Stone, AB - Azure Blue

Designed for: Academy kit

Price Guide: £TBA

I:72 72129 Gotha G.IV

- S/No.601/16 of an unidentified unit (LB)
- S/No.602/16 of an unidentified unit (LB)
- S/No.603/16 of Kagohl 3 (LB)
- S/No.607/16 of an unidentified unit (LB)
- S/No.407/16 of Kagohl 3 (LB)
- S/No.405/16 of Kagohl 3 (LB)

Colour Key: LB - Light Blue (approx. FS35622)

Designed for: Roden kit

Price Guide: £TBA

I:32 32021 Hawker Typhoon Mk Ib

- EK273, JE-DT of No.195 Squadron, flown by Sqn Ldr Taylor from RAF Ludham in June 1943 (DG/OG/MSG)
- R8781, EL-C of No.486 Squadron, flown by Sgt K.G. Taylor-Cannon from RAF Tangmere in December 1942 (DG/OG/MSG)
- DN406, PR-F of No.609 Squadron based at RAF Manson in March 1943 (DG/OG/MSG)
- JP496, HH-W of No.175 Squadron, flown by Sqn Ldr R.T.P. Davidson from RAF Lydd in August 1943 (DG/OG/MSG)
- EK139, HH-N of No.175 Squadron during the Spring of 1943 (DG/OG/MSG)



- EK270, EL-X of No.181 Squadron, flown by Sqn Ldr D. Crowley-Milling from RAF Appledram in June 1943 (DG/OG/MSG)
- R8829, -B of an unidentified unit based in Africa in 19433 (DE/MS/AB)

Colour Key: DG - Dark Green, OG - Ocean Grey, MSG - Medium Sea Grey, DE - Dark Earth, MS - Middle Stone, AB - Azure Blue

Designed for: Revell kit

Price Guide: £TBA

I:32 32019 Supermarine Spitfire Mk Vb

- Mk Vb, P8742, WX-A flown by Lt Czesław Glowczyński of No.302 (Polish) Squadron, December 1941 (DG/OG/MSG)
- Mk Vb, AB968, ZF-H, flown by Sgt Tadeusz Schiele of No.308

(Polish) Squadron in October 1941 (DG/OG/MSG)

Colour Key: DG - Dark Green, OG - Ocean Grey, MSG - Medium Sea Grey

Designed for: Airfix or Trumpeter kit

Price Guide: £TBA

Verdict: Techmod sheet are always very good, with excellent printing and colour density. The full-colour instructions are very useful although the cross-reference of RAF colours to the Federal Standard system is not accurate, as all RAF colours were to BS (British Standard) codes and the two rarely match. Our thanks to Techmod for the review samples. UK modelers can obtain this range from Hannants; all other worldwide enquiries should be made with Adalbertus (wbulhak@can.waw.pl), their sole export representative.

BEST BUY 9/10

FOR: SEE REVIEWS



Calling all Publishers & Authors!

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

Ilmavoimat Osa 2

by K. Keskinen & K. Stenman

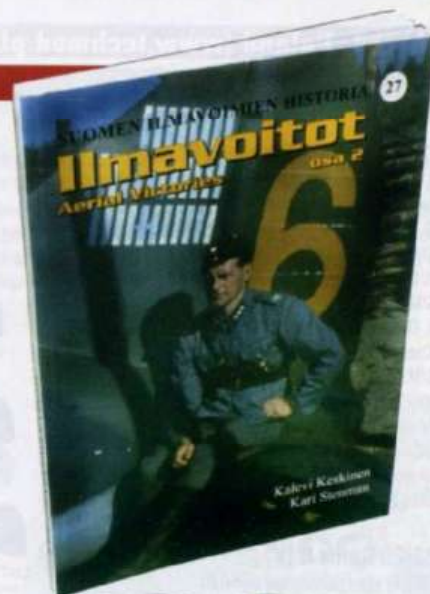
ISBN: 952-99432-9-6

Price Guide: €29.00

- Suomen Ilmavoimien Historia No.27
- 96-page, A5, laminated card cover
- Finnish & English
- www.kolumbus.fi/kari.stenman

+ Following on from our review of the first part a few months back, this is the second in the two-volume set dedicated to those Finnish pilots who achieved an aerial victory either on their own or shared with other comrades. The coverage is arranged alphabetically, so this part covers N through to Z. The text is split into tabulated form in both Finnish and English that lists alphabetically all of the pilots' names along with a bit about their service lives and a list of all the aerial victories they achieved. As with all titles in this series the whole thing is profusely illustrated throughout with excellent period images, covering types from the Gladiator through to the Bf 109, and in this second volume a large proportion at the back of the title is made up of 34 pages of group photographs and six of personal insignia and kill markings.

Verdict: We are fans of this series; it is just the quality of the product, the information and all those stunning images. Finnish AF subjects are so colourful and it is nice at last to understand the human aspects of those that flew them. It is highly recommended and UK customers can obtain the series from The Aviation Book Centre, The Aviation Bookshop or Midland Counties, to name but a few.



RATING 10/10

SUPPLIED BY: THANKS TO KARI STENMAN

De 'Indische' Spitfires

by N. Geldorf & L. Boerman

Dutch Profile Publications

ISBN: N/A

Price Guide: £TBA (€15.00)

- Dutch Profile No.4
- 42-page, A4, card cover
- Dutch & English
- www.dutchprofile.nl



+ During WWII the Dutch authorities purchased a number of 'presentation' aircraft for use by the RAF. Apart from a couple of Hudsons and Beaufighters, the main bulk was Spitfires and Seafires and this new profile deals with both these machines. The book is split into two parts, the first telling the story of these machines in Dutch and the second in English. The text is heavily illustrated in both sections with period photographs, and there is a colour section in the middle which offers thirteen colour profiles. Both the story behind the purchase of these machines as well as their operational use and ultimate fate are documented. With the latter point this is also shown in the form of a simple chronology of events for each individual machine at the very end of the title.

Verdict: A fascinating story, and one that will allow modellers around the world to realise where so many of those 'presentation' Spitfires came from. The depth of information along with all the photos and profiles make it a must for all Spitfire fans. Don't forget that Dutch Profile also do decals for a number of the machines depicted in this title.



RATING 10/10

SUPPLIED BY: THANKS TO DUTCH PROFILE PUBLICATIONS

Sepecat Jaguar in Worldwide Service

by G. Sands & J. Freeman

The Aviation Workshop

ISBN: 1-904643-33-7

Price Guide: £TBA

- On Target Profile 10
- 58-page, A4, card cover
- English
- www.theaviationworkshop.co.uk



+ The 'On Target Profile' series is well known within our hobby, and this latest addition follows the usual format for the series. What you therefore get are a large number of colour profiles of the Jaguar split down into three distinct groups. The first deals with RAF operations of the type, followed by the Armée de l'Air, and finally international service with other nations. The initial few pages of each sub-section include a narrative history, but the bulk of the coverage comes in the form of single side profiles or sets of four-view profiles. Each has extensive captions, with full marking and colour details and even details of the reference material on which the profile is based.

Verdict: With Patrick Watson having down a superb photo essay on the type (See Issue 5), this title acts as a wonderful companion to those wanting to have an excellent reference library of the colours and markings carried throughout the Jaguar's service life.



RATING 8/10

SUPPLIED BY: THANKS TO THE AVIATION WORKSHOP

Vickers-Supermarine Spitfire F Mk 22/24

by M. Ovcacik & K. Susa

Mark I Ltd

ISBN: 80-86637-03-4

Price Guide: £9.90

• Mark I Profile No.2

• 30-page, A4, card cover

• English

• www.4pluspublications.com



+ This is the second title in this new series, the first of which (Hawker Hunter) we reviewed back in Issue 8. Most will know Mark I by their more usual 4+ Publishing brand, so you get an idea from the start of the type of quality product we are looking at here. It basically takes the form of a detailed look at a specific subject and this is tied in with a model, in this case the new CMR 1:72 resin kit. The first four pages contain the narrative history and technical specifications, production and squadron allocation etc. The remainder of the title is photographic, with a few pages of overall shots followed by a massive series of walk-around images, mainly in black and white. There are eight pages of colour in the centre, three of which are colour profiles, and the rest colour photos. There are good narrative sections on camouflage and markings and armament and equipment, with a good diagram on the last page showing the combinations of external stores carried by the type.

Verdict: Another stunning title of a series that right from the start proved itself to be excellent. With the Spitfire F Mk 22/24 now in 1:72, 1:48 (Airfix) and 1:32 (Matchbox) this is a book that has a lot of potential for the modeller, and we can heartily recommend it.

RATING 10/10

SUPPLIED BY: THANKS TO MARK I LTD

I Vampire Italiani

by G. Cattaneo & G. Massimello

Giorgio Apostolo Editore srl

ISBN: 88-87261-34-2

Price Guide: €23.00

• AeroFan Special No.5

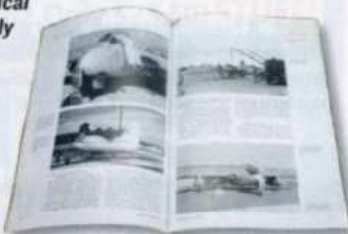
• 38-page, A4, card cover

• Italian & English



+ This title from well-known Italian aeronautical magazine AeroFan takes a look at the use of the de Havilland Vampire by the Italian Air Force, as well as its licence production by AerMacchi. The text is split 50/50 on the page into Italian and English, with all photo captions also in both languages. The narrative is well illustrated throughout with photographs and it covers the development of the Vampire, its sale to Italy and then its production under licence and service with the Italian Air Force. Both the day- and night-fighter versions are covered, along with a short passage on the two Venoms that reached Italy. There are a couple of pages of colour profiles, along with some colour period photographs, and the title is concluded with detailed lists charting the service history of each Vampire used by the Italian Air Force.

Verdict: With the Vampire in vogue of late this is a very useful title for anyone wanting to make one in these colours. It is also very useful for those just interested in the Vampire from a historical standpoint and it can therefore be highly recommended to all.



RATING 9/10

SUPPLIED BY: THANKS TO GIORGIO APOSTOLO EDITORE SRL

Dornier Do 17E-Z & Do 215B

by M. Griehl

AirDOC Publications

ISBN: 3-935687-42-7

Price Guide: €16.00

• WWII Combat Aircraft Photo Archive No.3

• 56-page, A4, laminated card cover

• German & English



+ AirDOC have been producing a series of profiles for a number of years now, although to date these have all dealt with relatively modern subjects. This all changed with the launch of this WWII Combat Aircraft series and this third addition to it is the most recent, the previous two being on the Ju 52 and Ju 88. The text is split 50/50 on each page between English and German, with all photo and profile captions also in both languages. The narrative starts by looking at the development of the Do 17 design and then goes on to chart its service use along with details of each sub-variant from the Do 17 VI through to the Do 215B-6. This fills the first eleven pages, but the rest of the book is packed full of clear black and white period images. These are set in chronological order, starting with a few shots of the prototype then going from the E to the Z and a similar, but far smaller, section for the Do 215 series follows. After this are small photographic sections showing various crashed Do 17 and Do 215 airframes, then a series of very useful shots of these types being serviced. Also included within the main body of the book are a couple of pages of colour side profiles.

Verdict: An excellent title, a real must for all fans of the Do 17, as it is packed with the type of images modellers crave and which, until now, have not been that readily available.

RATING 10/10

SUPPLIED BY: THANKS TO AIRDOC PUBLICATIONS

De Havilland Vampire in Italian Service

by M Di Terlizzi & M. Mattiolo

IBN Editore

ISBN: 88-7565-020-9

Price Guide: €19.80

- Aviolibri Records No.7
- 246-page, A5, laminated card cover
- Italian & English
- www.aviolibri.it

+ Having recently seen a new title on this subject from AeroFan it seems odd to get another so soon, but this new title from IBN is far more detailed and also covers use of the Vampire by Egypt, Jordan, Saudi Arabia and Syria. The narrative is split with the text on the left being in Italian and that on the right in English. All photo, illustration and profile captions are also in both languages. The text itself looks first at the origins of the Vampire design, and then moves on to cover use of the type by the Italian Air Force from 1955 through to 1967. By this stage you are half way through the title, the rest being dedicated to the use of the Vampire in the Middle East from 1955 to 1967. Many ex-Italian operated or licence-produced Vampires saw service in the Middle East, so the rest of the narrative looks at this with a detailed study of use by the Egyptian Air Forces, plus lesser-detailed looks at use by Jordan, Saudi Arabia and Syria. This section is concluded with a detailed technical description of the fighter versions of the Vampire (FB Mk 5 and Mk 52 & 52A). The narrative then looks at the night fighter versions, again looking at Italian Air Force use (1951-1959), as well as the couple of D.H.112 Venoms that made it to Italy. The title is concluded with a bit about modelling the type, using the Hobbcraft or Classic Airframes kits.

Verdict: Like waiting for a bus, you wait for ages then two come along! Seriously though, if the Vampire or post-war Italian Air Force operations are subjects that interest you, then this is a title you will want to add to your collection.

RATING 8/10

SUPPLIED BY: THANKS TO IBN

Spitfire Mk IX in the Israeli Air Force 1948-1956

by A. Yofe

White Crow Publications

ISBN: 0-9774627-0-6

Price Guide: £TBA

- White Crow Profile No.1
- 152-page, A4, laminated card cover
- English
- www.wings48.com

+ This is the first in a new series dedicated to the aircraft operated by the Israeli Air Force. In this first title the subject is the Spitfire Mk IX and although the text is quite limited from a purely narrative point of view, the main bulk of the title is photographic. Long and detailed captions are with all of these images and they are in chronological order so they deal with the early days of the IAF, when wrecked Spitfires were used to build up two airworthy examples. Operations during the War of Independence, including clashes with the RAF, are all covered, as are operations after the ceasefire in 1949. The acquisition and operation of Spitfires by the IAF are well covered, with just about every machine photographed. Many of these images have never been seen before, and it certainly plugs a few gaps in the coverage offered elsewhere on the subject to date. It is also good to see the eventual sale of refurbished IAF Spitfires to Burma being covered, with some excellent images of these machines before and after being exported to that nation. A concluding section looks at how many of these machines were subsequently recovered and restored, and there is a final section on the camouflage and markings applied to the IAF Spitfires that includes 18 pages of colour profiles.

Verdict: A 'got to have' title for anyone who likes the Spitfire or the IAF. Due next from them will be a similar title on the IAF's use of the Avia S-199.

RATING 10/10

SUPPLIED BY: THANKS TO WHITE CROW PUBLICATIONS

Germany's V2 Rocket

by G.P. Kennedy

Schiffer Publications Ltd

ISBN: 0-7643-2452-7

Price Guide: £32.50 (\$39.95)

- 136-page, A4, hardback with separate dust jacket
- English
- www.schifferbooks.com

+ The story of Germany's 'vengeance weapons' has been covered before, but this new title from Schiffer, being produced in the USA, does have the benefit of being written in the nation that achieved the most from the V2 with its Saturn project. The narrative charts the story of the V2 from the early development in rocket technology in Germany, and specifically the move away from solid fuels. The second chapter looks at development at Peenemünde and the third chapter looks at the V1 flying bomb that was also undergoing development at Peenemünde at that time. The next chapter deals with the critical period during July and August 1943, when the whole project was held in the balance after so many aborted tests, and production was given priority with the arrival of the SS. Mass production of the A-4 (V2) at the Mittelwerk under code name 'Dora' is covered next, with the initial service trials and then operational use under 'Operation Penguin' being dealt with next. There are excellent detail chapters looking at the V2 itself and how it was to be deployed in the field, followed by a look at how the Allied forces struggled to beat each other at capturing those involved with the V2 project at the war's end, and immediate post-war test firings under Operation Backfire. By chapter 11 the story moves to the USA and in the concluding two chapters the story of the test firing of V2s at White Sands and the development of the Hermes, Redstone and finally, Saturn I through to V that took man to the moon.

Verdict: A fascinating book, filled with technical details and an excellent companion to other books on the subject. It is certainly a very enlightening story and the inclusion of the full US side of the story makes for a very 'readable' book.

RATING 9/10

SUPPLIED BY: THANKS TO BUSHWOOD BOOKS

2nd Tactical Air Force - Volume 3

by C. Shores & C. Thomas

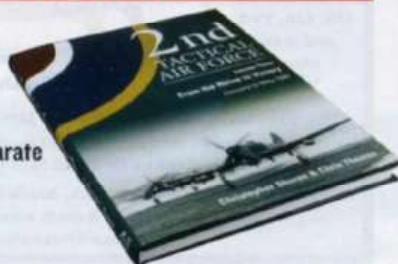
Classic Publications

ISBN: 1-903223-60-1

Price Guide: £29.99 (\$54.95)

• 175-page, A4, hardback with separate dust jacket

• English

• www.ianallanpublishing.com

+ This is the third volume in the detailed account of operations by the 2nd Tactical Air Force in WWII. It covers the period from January to May 1945, so looks at operations prior to crossing the Rhine and right up to the final capitulation of the Nazi forces. The text is a follow-on from the previous two volumes and is broken down into three sections, one dealing with January and February 1945, the second looking at crossing the Rhine in March and April 1945, and the third looking at the final stages before victory during April and into the first weeks of May 1945. The narrative within each chapter is day-by-day, with details of each sortie plus claims and losses. There is a great mix of photographs, some in colour even, and a few subjects have been covered as colour side profiles as well. Just about every fighter is covered, Spitfire, Mustang, Typhoon, Mosquito and Tempest and you also get the first operations of the Meteor. There are special sub-sections that look at a personality, with personal accounts and images of the machines they flew, but the bulk of the text is about the operations and the machines that undertook them.

Verdict: A beautiful title, full of evocative imagery and a wealth of information. If, like us, you missed the first two, don't make that mistake again, and get this one while you can. It will be a source of information and the inspiration of many a modelling project we can assure you!

**RATING 10/10**

SUPPLIED BY: THANKS TO IAN ALLAN PUBLISHING

Zeppelin Volume 1

by R.L. Rimell

Albatros Productions Ltd

ISBN: 1-902207-87-4

Price Guide: £25.00

• Windsock Datafile Special

• 76-page, A4, laminated card cover

• English

• www.windsockdatafilespecials.com

+ It is always worth waiting for a 'special' from Windsock and this new one is no exception. This new title takes a look at the P and Q Class Zeppelins produced during WWI and their operational history. The narrative jumps about a bit, illustrating the use and development of the type by recounting certain events in specific Zeppelins' lives. A technical description of each aspect of the Zeppelin's construction and equipment is offered quite early on, with an excellent set of 1:96 scale detail drawings to accompany this. Both German Army and Navy use of the type is covered, the former being first with the history of LZ38, the first Zeppelin to bomb London. The Spänkorb (sub-cloud car) used for observation from the Zeppelin gets its own little section and the centre pages offer colour profiles and a full set of scale plans in 1:350. Camouflage to LZ107 concludes the Army coverage, so the next section deals with LI2, LI4, LI9, L22 and L23, all of which were German Navy airships. The final sections look in detail at the Maybach engines used to power the Zeppelin and there is also a spotters' quick-reference guide to all of the P and Q class Zeppelins.

Verdict: Another excellent special from Windsock and certainly one to add to the collection, or have alongside their special on the Gotha. If you like WWI or Zeppelins in particular, then this is one you will really want in your collection and don't forget that this title is limited to just 1,000 signed copies worldwide.

RATING 10/10

SUPPLIED BY: ALBATROS PRODUCTIONS LTD

Junkers Ju 87 Vol.1

by M.J. Murawski Kagero

ISBN: 83-60445-08-7

Price Guide: £11.99

• Monograph No.25

• 124-page, A4, laminated card cover

• Polish & English

• www.kagero.pl

+ This series of monographs is well known and this latest first part on the Ju 87 follows their usual format. Being the first part it takes a look at the history of the development of the Ju 87 as a type, and then goes to chart each variant produced. There is excellent photographic coverage throughout all these sections, with lots of detail and interior images, including the cockpit of the A series. Text throughout is split, with Polish on the left and English on the right, and all photo and profile captions are also in both languages. As always with Kagero there is a good series of scale plans, which in this instance are all in 1:48 and cover the Ju 87 V4, A-1, A-2, B-1 and B-2, the set for the A-2 being a large fold-out set. Kagero have once again included those very useful diagrams showing the changes in the airframe from A-1 through to the B-2, and the whole title is concluded with 6 pages of colour profiles (two to a page). The 'freebie' this time is a set of die-cut self-adhesive paint masks for the camouflage pattern of the A and B-series in 1:48.

Verdict: This is yet another excellent title in the series from Kagero and one that all Luftwaffe modellers will rightly want to add to their collection.

RATING 10/10

SUPPLIED BY: THANKS TO KAGERO





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News - Just Released

The below lists all UK kit releases since our last edition. For all the latest news check out our website at www.modelairplaneinternational.com

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
A-Model	1:72	72138	IM	Hawker Fury I/II	£7.50	NT
CMR	1:72	1170	R/VF	Supermarine Type 300 Spitfire prototype	£23.80	NT
Dragon	1:144	4583	IM	F-117A Nighthawk 'Baja Scorpion & Grey Dragon'	£7.99	RE
Dragon	1:72	5028	IM	Kawasaki Ki-61-I Hein	£15.50	RE
Eduard	1:72	7061	IM/PE	Lavochkin La-7 'Dual Combo'	£11.75	RE
Eduard	1:48	1120	IM/PE	Airacobra Mk I 'Dual Combo'	£27.70	RE
Eduard	1:48	8148	IM/PE	Polikarpov I-16 Type 10	£15.50	NT
Eduard	1:48	8436	IM	Albatros D.III 'Weekend series'	£6.80	RE
Eduard	1:48	8455	IM	Yak-3 'Weekend series'	£7.50	RE
Gavia	1:48	014	IM/PE	Pfalz E.I	£19.70	NT
Hasegawa	1:72	00386	IM	SAAB J-350 Draken 'Austrian AF Farewell'	£19.99	RE
Hasegawa	1:72	00800	IM	F/A-18E Super Hornet 'VFA-143 Pukin Dogs'	£13.99	RE
Hasegawa	1:72	00802	IM	MiG-29 Fulcrum 'New Strizhi'	£13.99	RE
Hasegawa	1:72	00803	IM	Heinkel He IIIH-6 'North Africa'	£21.99	RE
Hasegawa	1:72	00804	IM	Douglas A-1H Skyraider '83rd Special Operations'	£13.99	RE
Hasegawa	1:72	00805	IM	Grumman F-14D Tomcat 'VF-101 Grim Reapers'	£18.99	RE
Hasegawa	1:48	09672	IM	McDD F-4G Phantom II '37th TFW'	£25.99	RE
Hasegawa	1:48	09678	IM	Curtiss P-40M Warhawk 'Pacific Theatre'	£16.99	RE
Hasegawa	1:48	09679	IM	Mitsubishi T-2 'Aggressor'	£19.99	RE
Hasegawa	1:48	09680	IM/R/WM	Canadair Sabre Mk 6 'Canadian Air Force'	£23.99	RE
Hasegawa	1:48	09681	IM	Nakajima A6M2-N Type 2 Rufe	£16.99	RE
Hasegawa	1:48	09682	IM	Hawker Hurricane Mk I Trop	£16.99	RE
Hasegawa	1:48	09683	IM	Grumman F-14D Tomcat 'Black Lions Last Cruise'	£32.99	RE
Hasegawa	1:48	09684	IM/WM	McDD AV-8B Harrier II Plus 'Italian Navy'	£21.99	RE
Hasegawa	1:48	09685	IM	McDD RF-4E Phantom II 'IAF'	£25.99	RE
Hasegawa	1:48	09686	IM	Aichi D3A1 Type 99 Val Model II 'Pearl Harbor'	£17.99	RE
Hasegawa	1:48	09687	IM	Grumman F-14B Tomcat 'VF-II Red Rippers'	£32.99	RE
Hasegawa	1:48	PT40	IM	Lockheed TF-104G Starfighter	£17.99	RT
Hasegawa	1:48	V6	IM	F-16D Fighting Falcon	£12.99	RE
Hasegawa	1:32	08163	IM	Nakajima Ki 84 Type 4 OTSU	£25.99	RT
Hasegawa	1:32	08164	IM	Supermarine Spitfire Mk IIb	£23.99	RE
Hasegawa	1:32	08165	IM/WM	Fieseler Fi 156C Storch inc metal figure of Rommel	£27.99	RE
Hasegawa	1:32	08166	IM	Grumman F6F-5 Hellcat 'Minsi'	£23.99	RE
HR Models	1:48	4818	R/PE	Aero A.26	£34.50	NT
ICM	1:48	48125	IM	P-51B Mustang with pilots and ground personnel	£9.99	RE
ICM	1:48	48151	IM	P-51D-5 Mustang	£9.99	RE
ICM	1:48	48161	IM	P-51A Mustang	£9.99	RE
Italeri	1:72	1253	IM	Lockheed Hudson Mk IV/V	£10.99	NT Ex-MPM
Legato	1:72	7208	IM/R/PE	Reggiane Re.2000 Prototipo MM 408	£10.50	NT
Legato	1:48	4822	R/PE/VF	Focke-Wulf Fw 190 V1	£48.20	NT
Omega Models	1:72	72216	R/PE	Lavochkin La-9 D-13	£34.50	NT
Planet Models	1:72	120	R/PE/VF	Focke-Wulf Fw 190D-14	£26.50	NT
Planet Models	1:72	173	R/PE/VF	Focke-Wulf Fw 190D-II	£26.80	NT
Planet Models	1:48	100	R/PE/VF	Letov S 231	£35.70	NT
Planet Models	1:48	179	R/PE/VF	Koolhoven FK.58 with Hispano-Suiza engine	£42.85	NT
Revell	1:72	04125	IM	SPAD XIIC.1	£2.99	RE
Revell	1:72	04638	IM	Lockheed P-3C Orion 'Bundesmarine/MLD'	£19.99	RE Ex-Hasegawa
Revell	1:72	04399	IM	Sukhoi Su-24M	£13.99	RE Ex-Zvezda
Revell	1:48	04568	IM	Eurofighter Typhoon single-seater	£14.99	NT
RS Models	1:72	9217	IM/R	Arado Ar 65 'Luftwaffe'	£11.60	NT
RS Models	1:72	9218	IM/R	Arado Ar 65 'Bulgarian & Luftwaffe'	£11.60	NT
Special Hobby	1:72	72115	IM/R/PE	Heinkel He 100D-O (He II3 propaganda Jäger)	£11.25	NT
Special Hobby	1:72	72118	IM/P/PE	Messerschmitt Me 263A-I	£11.25	NT
Special Hobby	1:72	72121	IM/R/PE	Hawker Sea Fury T.61 'Bagdad Trainer Fury'	£11.25	NT
Special Hobby	1:72	72126	IM/R/PE	F2A-3 Buffalo 'Defender of Midway'	£11.25	NT
Trumpeter	1:32	02242	IM/PE	Douglas SBD-3/4 Dauntless/A-24A Banshee	£59.99	RT
Zvezda	1:72	7286	IM	Ilyushin Il-2	£5.99	RE Ex-Toko



A-Model #72138 Hawker Fury I/II



Eduard #1120 Airacobra Mk I 'Dual Combo'



Hasegawa #08163 Nakajima Ki-84 Otso



Italeri #1253 Lockheed Hudson Mk IV/V



Planet Models #179 Koolhoven FK.58



Revell #04568 Eurofighter Typhoon



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News - Coming Soon

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. For up-to-date news on all the latest releases visit our website at www.modelairplaneinternational.com.

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
Azur	1:72	AI001	IM/R/PE	Potez 637	£20.75	RT
Dragon	1:144	4584	IM	Sukhoi Su-35 & Su-37	¥950	RT
Eduard	1:48	TBA	IM/PE/RV.S.	Spitfire F Mk 22/24 'Dual Combo'	£TBA	RE Ex-Airfix
Fine Molds	1:72	FL-II	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
Fujimi	1:72	1903	IM	N.A. F-86F Sabre 'Blue Impulse Tenyugumi'	¥2200	RE
Fujimi	1:72	1910	IM	Grumman F-14D 'Last Tomcat'	¥3000	RE
Fujimi	1:72	1927	IM	McDOD Phantom FG.1 'No.111 Squadron'	¥2500	RE
Fujimi	1:72	1934	IM	McDOD Phantom FGR.2 'Last British Phantom'	¥2500	RE
Hasegawa	1:72	00807	IM	Mitsubishi Ki-46 III '17th Co Ind Flt'	£TBA	RE July 2006
Hasegawa	1:72	00810	IM	Kawasaki Ki-45Kai Koh Toryu '13th Flt Reg'	£TBA	RE July 2006
Hasegawa	1:72	00811	IM	F-14D Tomcat 'VF-213 Blacklions Last Cruise'	£TBA	RE July 2006
Hasegawa	1:72	00812	IM	McDOD F-4J Phantom II 'Colorful USMC'	£TBA	RE Aug 2006
Hasegawa	1:72	00813	IM	N.A. B-25J Mitchell 'Solid Nose Part 2'	£TBA	RE Aug 2006
Hasegawa	1:72	00814	IM	Grumman F-14B 'VF-143 Last Cruise'	£TBA	RE Aug 2006
Hasegawa	1:72	00815	IM	F/A-18E 'VFA-22 Fighting Redcocks'	£TBA	RE Aug 2006
Hasegawa	1:72	00818	IM	F-14D 'VF-2 Bounty Hunters Last Cruise'	£TBA	RE Sept 2006
Hasegawa	1:72	00819	IM	Avro Lancaster B Mk I 'Grand Slam'	£TBA	RE Sept 2006
Hasegawa	1:72	E25	IM	Junkers Ju 88A-4	£TBA	NT July 2006
Hasegawa	1:72	E26	IM	Martin B-26B Marauder	£TBA	NT 4th Qtr
Hasegawa	1:48	09091	IM	Focke-Wulf Fw 190A-4	£TBA	RT July 2006
Hasegawa	1:48	09694	IM	Lockheed F-104S Starfighter 'ASA'	£TBA	RE July 2006
Hasegawa	1:48	09696	IM	McDOD RF-4E 'AG51 Immelman Special'	£TBA	RE July 2006
Hasegawa	1:48	09697	IM	Grumman F-14B 'VF-143 Last Cruise'	£TBA	RE July 2006
Hasegawa	1:48	09700	IM	Lockheed F-104DJ Starfighter 'JASDF'	£TBA	RE July 2006
Hasegawa	1:48	09698	IM	McDOD AH-64D Apache 'Iraqi Freedom'	£TBA	RE Aug 2006
Hasegawa	1:48	09699	IM	LTV F-8J 'VFP-63 Eyes of the Fleet'	£TBA	RE Aug 2006
Hasegawa	1:48	09701	IM	Kawanishi NIKI-Ja '402nd Fighter Squadron'	£TBA	RE Aug 2006
Hasegawa	1:48	09702	IM	Curtiss P-40E Warhawk 'South Pacific Aces'	£TBA	RE Aug 2006
Hasegawa	1:48	09703	IM	Grumman F-14D Tomcat 'VF-101 Grim Reapers'	£TBA	RE Aug 2006
Hasegawa	1:48	09704	IM	Junkers Ju 87D Stuka 'Rumanian Air Force'	£TBA	RE Sept 2006
Hasegawa	1:48	09705	IM	Canadian Sabre 'Canadian Armed Forces'	£TBA	RE Sept 2006
Hasegawa	1:48	09706	IM	Lockheed F-104G Starfighter 'JBG34 Special'	£TBA	RE Sept 2006
Hasegawa	1:48	09707	IM	N.A. P-51D Mustang 'Petie'	£TBA	RE Sept 2006
Hasegawa	1:48	09708	IM	Macchi C.202 Folgore 'Italian Aces'	£TBA	RE Sept 2006
Hasegawa	1:48	JT92	IM	Bell P-400 Airacobra	£TBA	NT Aug 2006
Hasegawa	1:32	08167	IM	Focke-Wulf Fw 190D 'Sachsenberg Schwarm'	£TBA	RE July 2006
Hasegawa	1:32	08168	IM	Messerschmitt Me 262A 'Galland'	£TBA	RE Sept 2006
HR Model	1:72	7351	R/PE	Gloster Gauntlet Mk II	£18.25	NT
HR Model	1:72	7352	R/PE	Gloster Gauntlet Mk II 'RAF'	£18.25	NT
HR Model	1:72	7353	R/PE	Gloster Gauntlet Mk I	£18.25	NT
Omega Models	1:72	72132	R/PE	Deperdussin TT 'Belgium, Russia & France'	£40.00	NT
Omega Models	1:72	72193	R/PE	Gordou Leseurre G.L.22 C.1	£35.75	NT
Omega Models	1:72	72254	R/PE	Deperdussin TT 'France, Russia & Germany'	£40.00	NT
Pavla Models	1:72	72062	IM/PE	Siebel Fh 104 Hallore	£21.50	RT
Planet Models	1:72	142	R/VF	Loire-Nieuport LN.42	£51.00	NT
Planet Models	1:48	181	R	Letov S.528	£TBA	NT
Roden	1:48	412	IM	RAF B.E.12b	£24.75	NT
Roden	1:48	429	IM	Bristol F.2B Fighter with Sunbeam Arab engine	£21.75	RT
Special Hobby	1:72	72119	IM/R/PE	Lloyd C.V Serie 46	£18.25	NT
Special Hobby	1:72	72050	IM/R/PE	Fairey Firefly T Mk 1/2	£18.25	RT
Special Hobby	1:32	32018	IM/R/PE	Polikarpov I-16 Type 24 'Hi-tech version'	£46.75	RT
Tamiya	1:32	60317	IM	Mitsubishi A6M2 Model 21	£TBA	RT



Hasegawa #00813 B-25J Solid Nose Part 2



Hasegawa #JT92 P-400 Airacobra



Hasegawa #08168 Me 262A 'Galland'

Gloster Gauntlet Mk.II R.A.F.
No.7352 Resin kit 1:72



HR Model #7352 Gauntlet Mk I 'RAF'

Siebel Fh 104 Hallore



Pavla #72062 Siebel Fh 104 Hallore



Roden #412 RAF BE.12b



Special Hobby #32018 I-16 Type 24

MESSAGE FROM THE EDITOR

Modelling Mortals

Our hobby tends to be one that we pursue independently, sure, some belong to clubs and therefore have regular 'club nights', but in general the vast majority of the time we spend will be on our own. We also tend to suffer with the 'buying more than we can build' syndrome, as our modelling time is limited but we still tend to buy far more models than we are ever likely to make. In my life recently I have had to confront the whole aspect of mortality, with the recent sudden death of a family member, and you can't help, while standing at the graveside, but think about your own life. It may sound a bit maudlin, but what it has done for me is allow me to take stock of my hobby, my expectations and the reality of both. I enjoy all aspects of my hobby, as well as just about every genre, which is why I get so much satisfaction in being the editor of this magazine. I like to build from the box and to detail, but of late I must admit that the latter is taking less prominence in my hobby, while the former is becoming the 'norm'. The quality of

today's kits is the big thing, as they are so good from the box that all I need is some plasticard, rod and strip and a few generic sets of accessories and I am happy. Yes, I still intend to do stuff in detail, as I like adding lots to my models occasionally, but this is going to be more and more the exception rather than the rule.

One of the other things to occur as a result of recent events is a reappraisal of buying models as opposed to 'collecting' them. I, like so many others, have kits that hold memories from my childhood and as an adult I am now in a position to purchase them. As a result you get a stash of models that, probably, you have no intention of ever making. This may sound strange, but it is the product in that box that means something to you, and as a result you keep it. I have a good collection of such kits; I love the black-edged Heller boxes from the 1970s, some of the Airfix kits from the same era (especially the blister pack stuff) and, of course, most of my early memories revolve around Matchbox kits. These



have to be late 1970s, early 1980s, with the multi-colour contents and the little clear window in the back of the box. At events I always look for these kits, and purchase them if the price is right, but I don't intend building them. I still don't have the first kit I recall making though, the blister pack Airfix Fokker Dr.I, in bright red plastic, but one day I will find one and part of the enjoyment is in trying to find it.

I think that our hobby is as much about remembering and celebrating what pleasure it gave to us, as well as what enjoyment you still get from it, and for these reasons having a collection of 'memories' alongside those kits you intend to make "one day", is all part and parcel of a very healthy attitude to the hobby. I have certainly found since editing

this title that my enjoyment has been increased by looking at the stunning work of our contributors, almost like modelling by deed poll! I for one think buying is as much about our hobby as building, and building kits from the box is a great way of achieving things quickly. You also learn better by doing techniques on a from the box kit than a superdetailed one, as you can afford to mess it up on a kit that you have spent a week of evenings on rather than one that has taken six months and has cost you in excess of £100! I certainly have enough to keep me busy, but I will still be buying various new releases, and of course I will still keep hunting down those 'memories'

**Richard A. Franks - Editor,
Model Airplane International**

■ BECOME A CONTRIBUTOR?

If any of you out there would like to contribute to MAI, either undertaking Kwik Builds or writing main feature articles, then please do get in touch with the editor, either via email at editorial@modelairplaneinternational.com or in writing via the ADH office.

PAINTING BLUES

DEAR SIR

I have to congratulate you on a terrific magazine, as I have learnt a lot from reading it, especially the tips on building and weathering.

Recently I have been having a great many problems in spraying Humbrol 130 Satin White. While it is fine on flat surfaces my problem is spraying wheel wells. With Humbrol paint now being so thin I found that although I spent an hour stirring and making sure all lumps were gone, it looked fine when wet but when dry it came out transparent, except on the raised parts, and this happened even after three coats?

I have never had this problem until Humbrol decided to change to this new thin paint. Have you any suggestions as to where I might be going wrong and how to put it right?

Regards

A.S. Elliott, UK

Ed Says: The problem is not one I have come across, although I must admit that I don't use Humbrol colours for white and black, I prefer Xtracolor. My thoughts on this subject are that the new paints from Humbrol are, I believe, now made in China and I suspect that the problem you are having is that there is too much varnish element in the paint. Along with thinners all paints have the varnish element (gloss, satin or matt) and I have found in the past that Humbrol satin colours especially were like sludge, way too much varnish, making the paint like partially dried rubber cement! You don't actually mention thinning the paint, just mixing it, so I am not 100% sure how to advise you to best overcome this. The first thing you need to ensure is that the wheel wells are primed, preferably with a light grey primer like Humbrol's own version, or any automotive primer like those produced by Halfords and Holts

(make sure it is plastic compatible). If you don't prime plastic certain paints worked into complex and confined areas like wheel wells will settle on raised details while the paint on the vertical sides of raised details will simply run off (or be pushed off by the air from your airbrush). Prime the plastic, let that dry, then mix your Humbrol paint up as usual, do a 50/50 mix with thinners and run your compressor at a low pressure (8-10psi) and carefully apply a light coat, then let it dry. A few hours later repeat the process and you should find that the second coat will chemically 'bond' to the first and thus you should get better density and no more 'transparent' paint. If this does not work, try using Revell enamel paint or going with the specialist ranges like Xtracolor from Hannants or Colour Coat from White Ensign Models, as these have excellent colour density.

OLD MODELLERS PART 2

DEAR SIR

AS a long-time modeller who brush paints by choice I must challenge Brett Young's comments in the March air-mail column. I have been modelling for almost 50 years and use a brush by choice, but I am worried Mr Young's letter inadvertently sends the wrong impression of 'old modellers' as a bunch of 'stick in the muds'. There is no question airbrushes provide the best and most authentic finish to a model, but for various reasons (lack of space for the equipment and an inability to achieve the finish I want among them), I get enormous enjoyment and satisfaction from brush painting my models. However I am not a Luddite in the hobby. To suggest all you need are a handful of brushes, some tins of paint, two pieces of sandpaper, some Tamiya tape and



some Squadron filler is needlessly limiting. One of the great joys of the hobby for me is discovering new techniques and new products and adapting my style to use them. Through trial and error my hobby room now has a Dremel motor tool, plus cheaper battery-powered clones, more wet and dry sandpaper than a DIY shop stocks, the world's stock of Humbrol paint, about 50 brushes of every size and type, every tool and gadget I can scrounge or get cheaply, and a whole range of fillers, finishes, matt and satin varnishes, masking tapes and glue types. I've been modelling since the mid 1950s but I am still learning, and the astonishing quality of the kits being issued now confirms the view that we are currently enjoying the Golden Age of the hobby. I would hate other modellers to think the oldies are stuck in a time warp of the past. To limit yourself in the accessories and tools you use is to suggest you should only be making pre-1960s Airfix and Frog kits. The mind boggles. Although I generally build out of the box, I also embrace, where necessary, aftermarket products and especially decals. The range and quality of the kits being issued today is quite breathtaking and beyond the imagination of modelers a few decades ago. I am loving the hobby more than ever and while I do not use an airbrush - by choice - I do get extra enjoyment from producing a model using eve-

rything I have learned in the past half century. To illustrate my point I've enclosed a photo of a recent brush-painted build. Many thanks for your excellent magazine - the only model magazine I buy every month.

Kind regards
Dave Wilson - Australia

Ed Says: I have included Dave's letter here to illustrate that there are always two sides to any argument. As I said in my original reply to Brett, the reason we don't actually deliberately limit the equipment, etc, that we use, is that it would be rather silly of us to do so, as we want to promote all aspects of our hobby and to do this we have to show you the 'top' end, so that you can decide if you want to go that far, or be content to utilise just some of the techniques, etc. By doing this we hope that each and every reader will gain experience and thus get more enjoyment out of the hobby. No-one is saying that you have to have the latest this, that and the other, we are just showing what can be done and leaving the adoption of these techniques up to the individual. I think we can all relate to having a mass of different modelling tools and equipment in the workroom, as part of any creative work is experimentation, but what we hope to do with MAI is show you as much of this as possible so that you can decide if it is something you want to embrace.

Letter of the Month

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

SPONSORED BY ACADEMY.

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

ACADEMY
HOBBY MODEL KITS

LETTER OF THE MONTH THAT OLD CHESTNUT AGAIN

Dear Richard

At the weekend I was looking through some 30 year old copies of Scale Models, and came across the enclosed letter concerning Luftwaffe colours, one of which was from the Managing Director of Kookaburra Technical Publications.

I also dug out my old copy of Monogram's Painting Guide, dated 1980, which lists RLM 81, 82 & 83 as Braunviolett, Dunkelgrün and Lichtgrün. I also have a 1979 Kookaburra painting chart that lists these three colours as Braunviolett, Dunkelgrün and Hellgrün.

On further checking the Monogram book I noticed that on page 44 the diagram of a Do 335 states that RLM 82 is 'Light Green', but on page 47 another diagram of a Me 262 states that RLM 82 is 'Dark Green'.

It's a complicated old world isn't it?

Regards
Pete Munro, UK

Ed Says: I did say I was not going to let this one develop into a saga, and although I do have a nine-page hand-written letter about it (no, I am not retyping it all for you lot!), Pete's letter is interesting because the accompanying photocopies of the letters in Scale Models clearly show that there was a great deal of debate in the early 1970s when such aircraft as the Me 163 at Point Cook in Australia and the Do 335 in the USA were being restored. The former had been covered in wax and mainly stored in a crate indoors, while the latter had been outside for many years. The whole confusion then arose about good old Braunviolett (RLM 81) and its true shade, then the confusion spread to RLM 82 and 83. It seems that today the consensus of opinion is that the numbering and colours that would have applied in 1943-45 were that RLM 82 was a bright green and RLM 83 was a dark green. Unfortunately, as David Hannant said in his reply in Issue 7 (page 77), many paint ranges were created using the prevailing 'incorrect' data and so ranges like Xtracolor have RLM 82 as dark green and RLM 83 as bright green. The best way around this is to either use modern references to decide the colours of the specific aircraft you are making, or to go by the actual colour shades stated in the instructions, e.g. 'dark green' and 'light' or 'bright green'. From this you can then choose the correct shade from any paint range, ignoring whether they have numbered it RLM 82 or 83. I think that is enough on that subject!



next issue

Want to know what is in next month's edition? On Sale 24th August 2006

A Missile with Two Men in it
Steve A. Evans builds
Hasegawa's new TF-104 



 **Suez Crisis 50th Anniversary Special**
 • Hawker Sea Hawk by Richard J. Caruana
 • Suez protagonists - We build the Sea Hawk and Meteor NF.11 in 1:48 from Classic Airframes and the Sea Hawk in 1:72 from Special Hobby, plus walkaround images of the Sea Hawk recently restored on Malta.

 **Undaunted**
The Trumpeter 1:32 SBD-1/2
Dauntless built by
Jay Laverty



Richard J. Caruana colour profiles with all our main features
Plus all the latest news and kit, accessory, decal and book reviews.

 **Counter Invader**
Italeri's new 1:72 A-26 built
by Patrick Branly



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THE NEXT ISSUE OF MODEL AIRPLANE INTERNATIONAL IS ON SALE 24TH AUGUST 2006

ALTERNATIVE VIEW

Getting blinkered in your hobby?
Spending too much time worrying
about a kit being 1 scale mm short?
A trip to a military or vehicle event
may be just what you need.

I think most modellers attend shows at some stage during the year, some more times than others, but how often do you go 'outside' aircraft modelling and go to a modelling event that will not have any aircraft present? Well, although I have only been attending for a few years now, I have to admit that the MAFVA (Miniature AFV Association) annual national championships at Duxford is one event that I find as close to combining a great day out with a bit of modelling as you are ever likely to get. The location is excellent, you can get your aircraft 'fix', if you have to, in the nearby hangars, the event runs alongside the military vehicle show run by the IWM and, usually if the weather is good, you get some impromptu flying displays from some of the resident aircraft (last year being the F-86A Sabre no less)!

This year we enjoyed superb weather once again, with flying from the Catalina to end the day! The field was a mass of preserved military vehicles, the IWM put on their usual excellent display with their working tanks, so we got to see the T-34/85 and Su-100 trundling around this year AND there was a book fair as well! On top of all this you had a large marquee full of traders, loads of club stands and the MAFVA championships, so there really was so much to do and see. Most of the club stands had a mix of military and aircraft subjects on them, and the traders did not restrict themselves to only military products, and we had the arrival of the new Tamiya 1:35 Char B.1 to spend our money on!

So, why not think about going to some of the special 'military', 'maritime' or 'vehicle' events throughout the year, as you will enjoy it and because so many of them are run on a far grander scale than local model club shows, they are often ideal events to take family and friends to, just as a day out! Sure they can cost a bit to get into, but you get all the facilities, all the stuff on display, loads to see and do and you won't get the family moaning that you are always "at model shows"!

Richard A. Franks
Editor – Model Airplane International

THINGS TO DO...

It is the holiday season and as a result there do not seem to be any modelling events at all in the UK before our next edition. So, you can take it easy and do some gardening, but only if the weather is too hot to be stuck in the model room, of course



EDITOR'S CHOICE

Vallejo Model Colour Putty

We all use various types of filler in this hobby, some are better than others, but nearly all can be messy and you tend to waste more than you apply. This new putty from Vallejo was initially designed for use by figure modellers, but it is also an excellent addition to the aircraft modellers' toolkit. It comes in a handy little bottle, just like their paints, so you get pinpoint application via the nozzle and you only need apply what you want. It is great for filling pinholes and other surface imperfections in all mediums and because it seals up tight after each use with the screw-top cap, it does not dry out either! At £2 a tube it is well worth having. Distributed by Creative Models and available from all good model shops.



V72



7259 MiG-21bis 'Lazur' Soviet Fighter
 - Version of 7202 MiG-21PFM with new fuselage, new clear parts and new armament.
 - Total of 90 parts
 - 4 sprues of clear part airplane stand
 - Decals for: Soviet Union, Poland, Finland



V72



D5028 IJA Type 3 Fighter/Ki61-I "Hien" (Tony)
 - New Propellers
 - Modified undercarriage
 - New MG's for the HEI type
 - New engine cowling cover for the KOH type
 - Photo-etched parts for upgrading fine detail
 - Canopy made from transparent parts



Combat in the Skies

V44



D4583 F-117A Nighthawk (Twin Pack)
 w/Grey Dragon markings
 - includes two complete F-117A kits
 - fully detailed and accurate
 - bomb bay door has option of being shown closed or open
 - bomb pylons are included
 - newly tooled munitions (GBU-10, GBU-27 and CBU-87)
 - landing gear is included as an option, allowing assembly in either flying or taxiing modes
 - new Cartograf decals including the 'Grey Dragon'



V44



D4584 Su-35/Su-37 (Twin Pack) - New Tooling
 Main Features:
 - Brand new fuselage with fine detail on both sides - Newly tooled parts for movable canard
 - Optional landing gear assembly
 - Canopy made from transparent part
 - Includes R-27, R-73 and Kh-29 missile ordinance
 - Approximate finished model dimensions: Su-35: 607L x 414W Su-37: 606L x 422W
 - New Cartograf decal sheet



Dragon and Zvezda Kits are distributed in the UK by:
 The Hobby Company, Garforth Place, Knowlhill, Milton Keynes, MK5 8PG

Dragon and Zvezda models are available from all good model shops



HEINKEL He162 A-2 "SALAMANDER"



LAST HOPE FOR VICTORY

1/48 scale HEINKEL He162 A-2 "SALAMANDER" (Item 61097)

Introducing a 1/48 scale model of the revolutionary single engine jet fighter Heinkel He162, which went from development stage to deployment in 7 short months. This all-new assembly kit is certain to satisfy military and aviation model enthusiasts with its attention to quality and accuracy. Carefully designed parts fully reproduce the He162's distinctive form, while the kit is packed with features designed to capture both detail and a sense of enjoyment. Following the concept of our groundbreaking 1/32 scale F-16CJ, the kit includes a replica BMW003 engine that can be mounted on dolly and displayed separately from plane. Optional parts allow depiction of both closed and open engine nacelle, while polycaps enable either display option to be used interchangeably even after assembly. Only this high quality and richly detailed model can truly do justice to the innovative Heinkel He162 jet plane.



Faithfully reproduced engine nacelles come in open and closed types.

Canopy can be displayed open or closed

Ejector seat can be removed even after assembly



Includes 1 pilot figure and 4 sets of markings

Accurately reproduced streamlined fuselage and twin vertical tail fins

Overall length: 205mm



Includes dolly for displaying BMW003 engine

Pioneering Jet Fighters on a 1/48 Scale

The world's first operational jet fighter, Me262, is also available as a 1/48 model kit, with three different versions currently available: the A-2a fighter/bomber (61082), A-1a pure fighter (61087) and a Clear Edition featuring transparent parts allowing view of interior of fuselage and engine nacelles.



Messerschmitt Me262 A-1a Clear Edition (Item 61091)

EXPAND YOUR 1/48 Scale WORLD WITH TAMIYA

Russian Tank Destroyer SU-122 (Item 32527)

Tamiya's 1/48 SU-122 model expertly depicts the machine's sloped armor panels and distinctively shaped 122mm howitzer. Realistic detailing of the 1943 production model includes impressive texturing of hull and gun mantlet. Diecast chassis, commander figure and optional fuel tanks round out this high quality kit. Take advantage of the wide variety of AFVs, support vehicles, figures and accessories available in the compact 1/48 scale. Display alongside your 1/48 airplane models for richly detailed and historically accurate dioramas. A whole new world of modeling possibilities is available now from Tamiya.



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