

# Model AIRPLANE INTERNATIONAL



A OR K? - THE  
COUNTER INVADER  
ITALERI'S 1:72 A-26



## UNDAUNTED

Trumpeter's new 1:32  
SBD-I/2 Dauntless



## SUEZ CRISIS 50th ANNIVERSARY

Classic Airframes Sea Hawk  
and Meteor NF.11 in 1:48  
and Special Hobby  
Sea Hawk in 1:72,  
plus walkaround  
images of a restored  
Sea Hawk



# A MISSILE WITH TWO MEN IN IT!

Steve A. Evans builds Hasegawa's two-seat Starfighter

### ACCESSORIES

59 new products reviewed this month

### DECALS

5 new sheets reviewed

### KITS

8 of the latest releases assessed

### BOOKS

6 new titles for the aircraft modeller

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



# Contents

8



30



48



35



40

## REGULARS

### p4-5 News

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

### p74 News - Just Released

An easy to use list of all the latest releases

### p75 News - Coming Soon

Our list of forthcoming releases

### p76 Letters

### p76 Diary

Model shows and other important dates for your diary

### p78 Editorial & Contact Details

### p79 Next Issue

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

### p82 Last word

## REVIEWS

### p60 New Releases Kits

A selection of the latest releases assessed

### p64 New Releases Accessories

New products from Eduard M.A., Griffon M.A., Legend Productions & Quickboost,

### p68 New Releases Decals

New sheets from Model Alliance

### p70 Book Reviews

A selection of new titles that aircraft modellers may find useful

## FEATURES

### p8 A Missile With Two Men In It!

Steve A. Evans builds the new two-seat Starfighter from Hasegawa

### p20 A or K? - The Counter Invader

The A-26 in 1:72 from Italeri built by Patrick Branly

### p48 Undaunted

Trumpeter's new 1:32 SBD-1/2 Dauntless built by Jay Lavery

### SUEZ CRISIS 50th ANNIVERSARY SPECIAL

### p30 Suez Protagonists

The Classic Airframes 1:48 Sea Hawk and Meteor NF.11/13 and Special Hobby 1:72 Sea Hawk

### p35 Photo Feature - Sea Hawk

by Charles Polidano

### p40 Hawker Sea Hawk

by Richard J. Caruana



### Colour Profiles

Richard J. Caruana provides colour profiles for our main features



## Ground Equipment from Tamiya

1:48

Apart from the Citroën staff car, the 1:48 series of vehicles from Tamiya has mainly concentrated on AFVs up until now, but here we have their latest offering and it is ideal for the aircraft modeller

**J**ust released by Tamiya in their Military Miniature range in this scale is the German Aircraft Power Supply Unit & Kettenkraftrad (#32533/¥1200). This is the combination of the Kettenkraftrad we first saw in their Me 262A-2a kit with a newly tooled power supply cart, some oil drums, tool box and a couple of Luftwaffe ground crewmen.

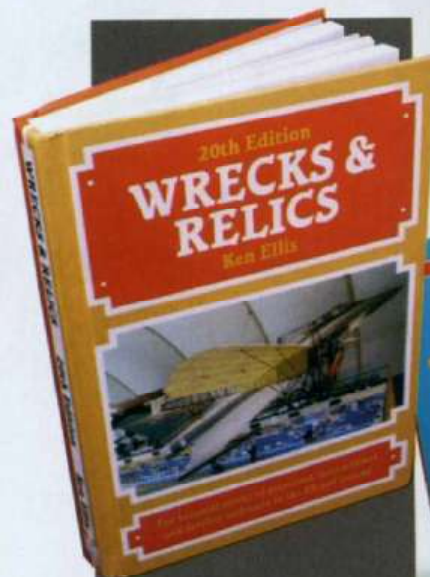


REVELL RETURNS

Last month saw the reissue of the very old Spad XIII.C.1 (#04125/£22.99) from Revell along with the reboxing of the Zvezda Sukhoi Su-24M 'Fencer' (#04399/£13.99).

## While away a Weekend 1:48

Eduard have recently launched their 'Weekend Series', which basically sees some of their previous 1:48 kits released in a basic format without photo-etched or other additional items. The first batch includes the Albatros D.III (#8436) and Yak-3 (#8455) and they retail for just £6.80 and £7.50 respectively - bargains!



### WRECKS & RELICS

No not a description of the editor, but the 20th edition of the very popular book listing all the preserved and wrecked aircraft around the U.K. Written by Ken Ellis and produced by Midland Publishing, this is a very handy guide for modellers looking for 'research' material! Visit [www.midland-countiessuperstore.com](http://www.midland-countiessuperstore.com) for price and availability.



### Only in Russia!

The latest addition to the Red Star series from Midland Publishing is all about the Beriev jet-powered flying boats. Set in the usual format this title is packed with both general and detail images of the various weird looking aircraft created by this firm in the post-war period. It retails for £19.99, so for more details or to order online visit [www.midland-countiessuperstore.com](http://www.midland-countiessuperstore.com).



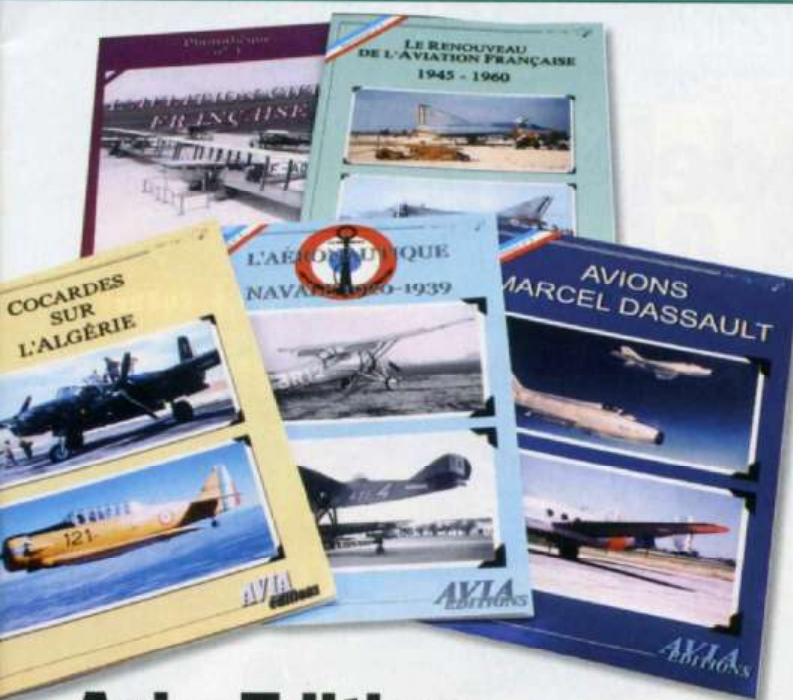
## Osprey Model Guides

Two of the latest modelling guides from Osprey look at the Messerschmitt Bf 109B, C, D & E (ISBN: 1-84176-940-1) and Mitsubishi A6M Zero (ISBN: 1-84176-866-9), the former being written by Brett Green and the latter by Brian Criner. Each is of the usual high standard Osprey achieve with this series and each covers the subject in 1:72, 1:48 and 1:32, with the Zero also done in 1:144. For more details on this excellent series, visit [www.ospreypublishing.com](http://www.ospreypublishing.com).





For all the very latest news on kit releases, other news and secure online ordering check out our website at [www.modelairplaneinternational.com](http://www.modelairplaneinternational.com)



## Avia Editions

This French publisher produce an excellent series called Photothèque, all in a standard A4 card-cover format. So far there are five titles in the range; L'Aviation Civile Française 1919-1939 (ISBN: 2-915030-01-4); Le Renouveau de l'Aviation Française 1945-1960 (2915030-03-0); Cocardes sur l'Algérie (2-915030-05-7); L'Aéronautique Navale 1920-1939 (2-915030-08-1); Avions Marcel Dassault

(2-915030-12-7). Each is packed with period images, mainly in black and white but with some in colour, and they seem to retail for about €15.00 each. I have seen this series stocked by The Aviation Book Centre and The Aviation Bookshop in the UK, but for all worldwide enquiries contact Avia Editions, 21 Avenue du Teil, 07400 Rochemaure, France. Tel: 04 75 495 199, Fax: 04 75 495 198



## Baby Arrow

Following on from the 1:48 CF-105 sets that we reviewed in Issues 5 & 11, Mastercasters have now produced a similar set for the Hobbycraft kit in 1:72. It (#MST7201) combines all the aspects from the larger scale versions, with an updated cockpit, intakes and metal nose leg, so there won't be a separate 'exterior' set to follow. For more details visit [www.mastercasters.co.uk](http://www.mastercasters.co.uk).



## Facts & Figures

We have all seen books full of technical data of aircraft and helicopters, some good, others not so, well these two new books from Spanish publisher Udyat are pretty handy. Each is hardback in a large A4 format and a bit of a coffee table title, but there are some nice clear colour images, not just the machines but details as well. They are £13.95 each so for more details on UK availability contact Chris Lloyd Sales & Marketing on 01202 649930, Email: [chrlloyd@globalnet.co.uk](mailto:chrlloyd@globalnet.co.uk).

## LUFTWAFFE 50TH

AirDOC have just produced a special photographic book to celebrate 50 years of post-war Luftwaffe operations. Packed with period and modern photos, mainly in colour, it is a useful reference for the modeller, with all text and captions in both German and English. Check out UK bookshops for stock, while worldwide enquiries should be made to AirDOC via [andreasklein@airdoc.eu](mailto:andreasklein@airdoc.eu).



## Mission Tools

Mission Models have recently released a very effective set of panel scribing tips to fit into their Micro-Chisel (See Editor's Choice, Issue 5). Labelled as Panel Scriber Tip Set (#MM-12) it contains 0.005in, 0.0075in and 0.01in tips that cut a square groove, not a 'V' as most scribing tools do. Also available from them is a pack of precision glue tips (#MM-13), which are ideal for use on cyanoacrylate bottles. For more details on these products and how to use them visit [www.missionmodels.com](http://www.missionmodels.com).



# A MISSILE WITH T

Lockheed's F-104 Starfighter was the fastest thing around during the 1960s and 70s and it had the certificates to prove it. But with the speed came a reputation for being hard to handle and something of a 'killer'. With this in mind the two-seat variant was designed to be the stepping-stone for the inexperienced pilots to get their first taste of this tricky little airplane.

**T**he 'G' variant was a strengthened and modified version of the basic airframe, tailored to suit life in the harsher European environment, with improved avionics and restressed structures. The two-seat 'G' wasn't just a trainer though, it kept four of the five stores pylons and exactly the same radar systems making it fully combat ready (although it did lose the Vulcan gun in the conversion). With 137 being produced for the Federal German Republic Luftwaffe they became the biggest single user of this particular type, with production running from 1961 right up until 1966, although many other European nations also used the trainer types.

Hasegawa have had Starfighters in their box for a long time, in all sorts of scales, but it's taken them an age (six years to be precise!) to bring out the two-seat version in 1:48, and very welcome it is too. Many people prefer the lines of the trainer (my mate Dai for one) but to me it always looks a little 'bent' and out of shape, but not to worry, let's see what looking at it in three dimensions will do to change my mind.

## IN THE BOX

Let's face it, Hasegawa are good at doing the presentation thing for their kits, aren't they? It begins with wonderful box art by Koike Shigeo and it keeps looking good on the inside too, with an impressive amount of plastic shoved in there. There are 16 sprues of light grey-coloured plastic and two sprues of

transparencies for a total of 144 parts. Many of which, of course, are familiar to anyone who has made one of the other F-104s on offer by Hasegawa, as they are exactly the same bits. For the two-seat version you get two complete new fuselage halves, thankfully not the 'cut and shut' affair many people (including me) feared, as well as new sprues for the under-fuselage insert and cockpits and the new canopies. Couple this new plastic with a rather neat looking decal sheet and you have a very presentable boxful.

## BUILDING THE '104

Kits from this Japanese manufacturer are usually well thought out and well engineered, sometimes a little over-engineered (P-40's anyone?) but in this case the layout is deceptively simple and yet nicely detailed. It all starts with the cockpit as usual, and the Martin-Baker Q-7 ejection seats. The original C-2 seats of the US types were replaced with newer more efficient seats for the European market and the kit items are built up from eight separate parts, which look all right but are completely devoid of any seat belts. Knowing that I would be keeping the lids closed on the final model, I opted to use some spare etched belt for the lap straps and made my own shoulder straps out of some masking tape and etched buckles. This makes the seat look far busier and much more realistic without going over the top. It'd be a different matter if the canopies were going to be posed open, as that would give



you a good view of the interior. With this closed-up approach being taken I also opted to use the supplied decals for the instrument panels. Allowing them to settle over the raised detail of the mouldings with copious quantities of softening solution worked quite nicely, so top marks to Hasegawa for that. All right, so it's not the best looking cockpit in the world, but it's nothing that a few additions from an Eduard etched fret wouldn't cure. The actual cockpit tub fits positively into the fuselage with front and rear location points, but before that, there's a bit more to do. This includes what Hasegawa refer to as 'An additional handicraft'. This means drilling out the identification and formation lights in the fuselage halves, but be warned, the two on each side of the rear fuselage are NOT 2mm as quoted, but 1.7mm for a snug fit of the transparent parts. ➔

Hasegawa did not opt for modifying their existing single-seat kit, they went for a completely new fuselage, a fact we are all grateful for!

## YOU WILL NEED...

### Before starting:

- Thick Cyanoacrylate & Accelerator
- Tamiya Extra thin cement
- Masking tape
- Sidecutters
- #5 Tweezers
- Tamiya masking tape
- Sanding Sticks & Files
- Gunze Sangyo Mr Mark Setter & Mark Softer
- Johnsons Klear (Future)



### Paints Used

Tamiya acrylics: X-19 Smoke

### Lifecolor acrylics:

LC23 Fluorescent Orange FS38915  
LC55 Orange FS12246  
UA001 Dark Green FS34079  
UA022 Dark Grey FS36118  
UA029 Grey FS36176  
UA052 Dark Green FS14079  
UA091 Dark Green FS34079

Alclad II lacquer:  
White Aluminium

### Humbrol enamels:

11 Silver  
53 Gunmetal  
56 Aluminium

### Halfords acrylic spray:

Grey Plastic Primer.

### Daler Rowney pastels:

Warm grey #73

### Daler Rowney oils:

034 Ivory Black  
223 Burnt Umber

### Winsor & Newton pastels:

Burnt Sienna #411.3  
Grey #704.5

### Dimensions:

Span - 21ft 11in (6.68m) [without tip tanks]  
Length - 54ft 9in (16.69m) [excluding pitot]  
Height 13ft 6in (4.11m)

### Dimensions - 1:48

Span - 139.2mm  
Length - 347.7mm  
Height - 85.6mm

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



# TWO MEN IN IT!

## MODEL INFO

**SPEC:** Hasegawa 1:48 Lockheed TF-104 Starfighter **KIT NO:** PT40  
**AVAILABLE FROM:** Amerang Ltd (UK Distribution) and Hasegawa stockists worldwide **PRICE GUIDE:** £17.99

**BUILT & WRITTEN BY**  
**STEVE A. EVANS FROM THE**



Surface detail is typical of Hasegawa's current kits and it can all be subtly highlighted with washes and pastels

**"Hasegawa have had Starfighters in their box for a long time, in all sorts of scales, but it's taken them an age to bring out the two-seat version in 1:48, and very welcome it is too"**



## ALSO RECOMMENDED...

### References:

- F-104 Starfighter, Detail & Scale Vol.38 (Squadron/Signal Publications)
- F-104 Starfighter, In Action No.135 (Squadron/Signal Publications)
- F-104 Starfighter, On Target Profiles No.1 (The Aviation Workshop ISBN: 0-904643-00-0)
- Lockheed F-104, WarbirdTech Vol. 38 (Speciality Press ISBN: 1-58007-069-8)
- Lockheed F-104G/J Starfighter, Lock-On No.1 (Verlinden Publications 1983)
- Lockheed F/TF-104G Starfighter by S. Cosci, Aviolibri Special No.10 (IBN 2004)
- [www.916-starfighter.de/index.htm](http://www.916-starfighter.de/index.htm)



⚠ Wear the right protective clothing when advised to





It is really obvious from a view like this that the Starfighter really was just an engine with the wings added almost as an afterthought!

Before the fuselage gets closed up there's the jet pipe to build, no problems there, and the main undercarriage bay. This last bit is made up of four pieces and is very well detailed with excellent mouldings, making it easy to paint. Humbrol Gloss Silver (11) is good when given a wash of Tamiya Smoke X19. Some of the small details were picked out in satin black acrylic, and it's ready to go. While I was at it I also did the excellently detailed doors and the gangly looking undercarriage. You also get a new front undercarriage strut for use in the TF version, so make sure you chose the right one. This lot is then jammed into position in the fuselage (literally in the case of the main wheel bay which is a very tight fit) and the halves cemented together. Things like the intakes and nose cone

and cockpit coamings go on at this stage, which leads on quite nicely to the wings.

Well, when I say wings, I mean the vestigial little stubby things that the F-104s call wings, more like flight stabilisers really. They are made up of five parts each and rather neatly feature separate control surfaces, which means you can off-set them all to break up the simple lines and give it all a little more character. They fit beautifully to the location points on the fuselage but do suffer from an abundance of mould ejector pin marks on the undersides, which need to be filled and sanded. Not really a problem, more of an annoyance.

Wings on, tail on and canopies masked up and in place meant it was time for a lick or two of paint already.

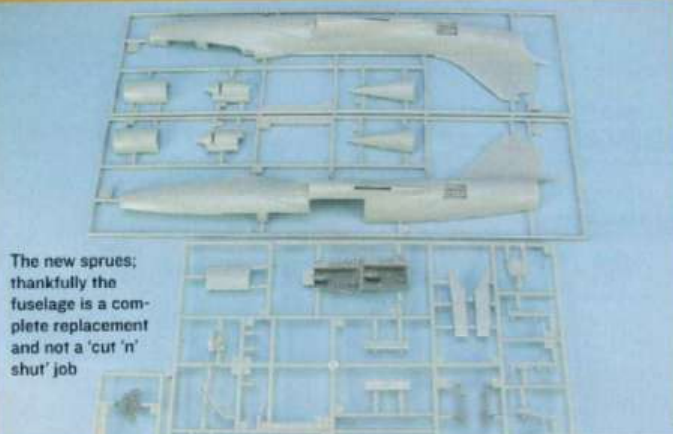
#### COLOURING IN

There are two versions on offer in the box. The first is the Luftwaffe machine in green and grey splinter camouflage, whilst the second is an Italian aircraft in overall medium grey. At first glance this pair of choices is a little bland, even boring, but they do represent the two main colour schemes quite nicely and really there are not too many other designs; even if they'd gone for one of the other nations like The Netherlands or Norway the colours would have been similar. I chose the Luftwaffe machine purely because I liked the splinter pattern of the camouflage, and thought that the overall grey of the *Aeronautica Militare Italiana* just didn't suit the airframe.

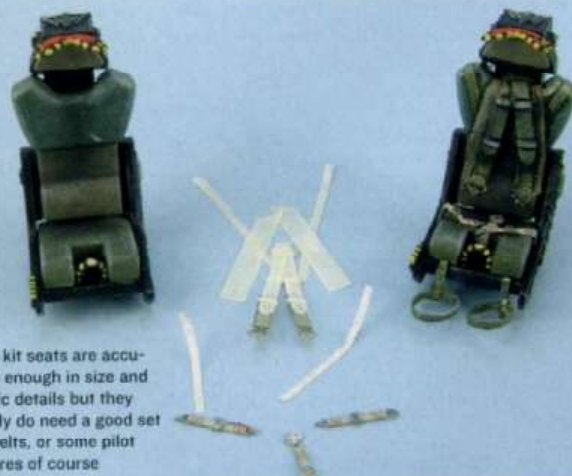
On with the show and it's primer time. Halfords Grey Plastic Primer as usual is the first step, followed by a thin

coat of Alclad II White Aluminium for the undersides. This was then masked off with a conglomeration of tapes and masking fluid in preparation for the upper surface camouflage colours. Aaagh, the colours, please see the separate 'Rant' for my colour tribulations, but suffice to say I used LifeColor acrylics for the green and grey. The first coat of RAL7012 Basaltgrau (Lifecolor UAQ22) went on and I was a little dismayed to see that it was surprisingly dark, not really what I was expecting at all, but according to the LifeColor chart this was the correct paint for RAL7012. With the little voices in my head telling me to stop right there, I soldiered on and masked off the splinter camouflage and proceeded with the application of the RAL6014 Gelboliv (UA001). This was a much better look- ➔

## STEP BY STEP GUIDE - COCKPIT



The new sprues; thankfully the fuselage is a complete replacement and not a 'cut 'n' shut' job



The kit seats are accurate enough in size and basic details but they really do need a good set of belts, or some pilot figures of course





Box contents; there's a lot in there for your cash



**"Knowing that I would be keeping the lids closed on the finished model, I opted to use some spare etched belt for the lap straps and made my own shoulder straps out of some masking tape and etched buckles"**

ing shade and more in keeping with what I believed the colours to look like so it was with some trepidation that I peeled off the masking tape and horror upon horrors those little voices were right all along: too dark! To really rub salt into the wound the Tamiya masking actually peeled some of the paint off with it as it went...oh how those voices laughed while I cursed!

So, it was back out with the masking tape to cover up the Gelboliv and I eventually used a mix of UA029 FS36176 (80%) and UA022 FS36118 (20%) as the RAL7012 alternative, which actually looked damned good when I very carefully peeled off the second lot of masking...that shut those voices up, I can tell you. As it was, having a dark grey undercoat worked in my favour, as I used it in almost a

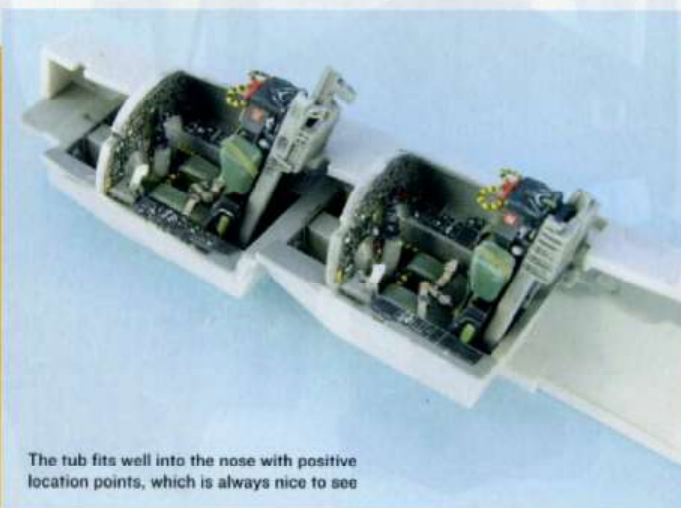
pre-shading manner to get some variation in the panels by over-spraying the new colour more heavily in some places than others. All in all a good recovery, although you might actually notice that I broke the horizontal tail off at about this point. Not to worry, it can go on later once the markings are done.

One other thing before we go any further, I hate sitting here telling everyone that something is 'wrong' with a kit as it makes me sound arrogant, the manufacturer sound stupid and doesn't do anyone any favours, but in this case I *have* to say something. The painting instructions are drawn to Hasegawa's impeccable standard but they contain a serious error in the actual camouflage pattern for the Luftwaffe machine. According to the plans, the starboard →

The extended nose of the TF-104 makes for a quite different looking beast, but we have to say that the two-seater actually looks better than the single-seater!



The complete cockpit looks quite nice with just the basic additions and using the kit-supplied decals



The tub fits well into the nose with positive location points, which is always nice to see





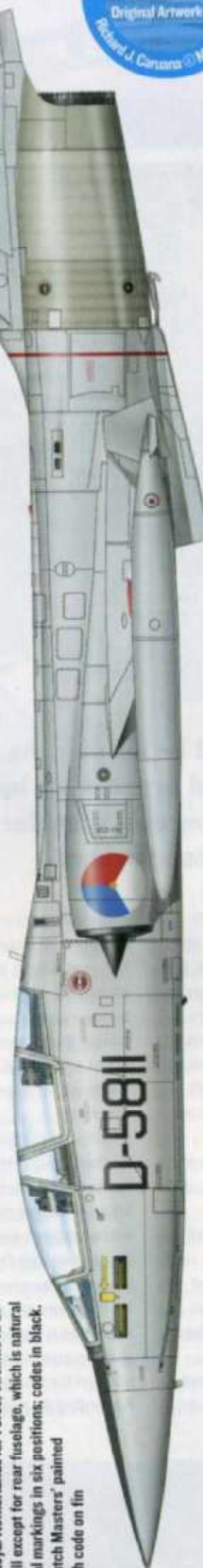
TF-104G Starfighter, 4-28, 4<sup>th</sup> Stormo, Aeronautica Militare Italiana. Dark Grey (FS 36152) and Dark Green (FS 34079) upper surfaces with Light Silver-Grey undersides; blue flash on fin outlined in yellow with unit crest superimposed. Roundels in six positions; code in white



TF-104G Starfighter, 4-44, 20<sup>a</sup> Gruppo Addestrativo Operativo, Aeronautica Militare Italiana, based at Grosseto. Similar finish to above; 4<sup>th</sup> Stormo badge on fin and unit badge on air intake (lion and prancing horse facing forward on port side). Codes in light blue, outlined in black



TF-104G Starfighter, D-5811, 'The Dutch Masters' Operational Conversion Unit, Royal Netherlands Air Force, Twenthe AFB, Light Grey overall except for rear fuselage, which is natural metal. National markings in six positions; codes in black. Note 'The Dutch Masters' painted underneath code on fin



TF-104G Starfighter, 22278/TF-278, Hellenic Air Force, Dark Green (FS 34064), Medium Green (FS 34012) and Tan (FS 30219) upper surfaces with Light Grey (FS 36633) undersides. National markings in six positions; black serial, code and radome







TF-104G Starfighter, 27-10, I/WS-10, Luftwaffe, Jever, 1977. Basaltgrau RAL 7012 (FS 26152\*) and Gelboliv RAL 6014 (FS 34079\*) upper surfaces with Silbergrau RAL 7001 (FS 26373\*) undersides; national markings in standard six positions. Centre section of wing tip tanks in Dayglo Orange; unit badge on both sides of fin. Upper surface camouflage pattern is shown at far right  
 \* All FS numbers quoted are approximations only

TF-104G Starfighter, 9-722/5722, No. 9 Ana Hava Uss, Turkish Air Force, Balikesir. Dark Green (FS 34064), Medium Green (FS 34012) and Tan (FS 30219) upper surfaces with Light Grey (FS 36633) undersides; national markings in six positions. Code in black, outlined in white and black; nose cone black. Serial on fin in black. Note that the upper view below shows the typical pattern for this three-tone scheme and is applicable to both Greek and Belgian examples

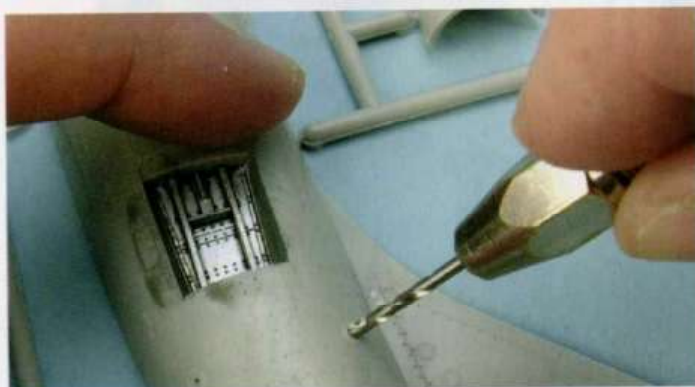


TF-104G Starfighter, FCII, 32 Smaldeel, 10 Wing, Belgian Air Force, June 1977. Dark Green (FS 34064), Medium Green (FS 34012) and Tan (FS 30219) upper surfaces with off-white (FS 36622) undersides; roundels in four wing positions. Codes in white; unit badge on fin both sides

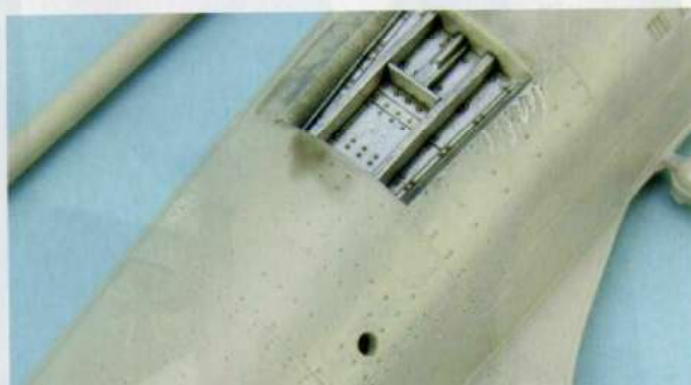
Profiles 1:72 Scale  
 0 METRES 1 2  
 0 FEET 3 6



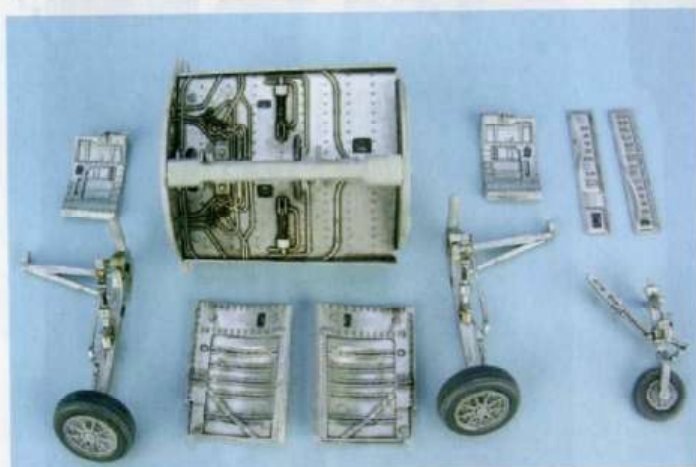


**STEP BY STEP GUIDE - FUSELAGE & ASSEMBLY**

Drilling out the holes for the lights, this is a 2mm drill and it's too big! 1.7mm is the correct size for these, so don't follow the kit instructions, trust me, would I lie to you?



The offending hole; drat. But this shot does show the nice detail work in the airbrake recess



The undercarriage bay, units and doors. The wash of Tamiya Smoke makes all the difference



The contents of the fuselage all fit very well although the main undercarriage bay does require some 'easing' into position...maller anyone?



The closed fuselage blocks 80% of the view into the cockpit, but at least the stuff you can see looks the part



The tiny, tiny wings. The movable control surfaces do make it look a little more interesting, though



Pity about the ejector pin marks but the wing is so thin it has to be moulded in one piece. A few drops of Tipp-Ex do wonders here







**"You get a new front undercarriage strut for use in the TF version, so make sure you chose the right one. This lot is then jammed into position in the fuselage (literally in the case of the main wheel bay which is a very tight fit) and the halves cemented together"**

← wing is just plain grey but this is pretty wide of the mark. The available photos of this actual aircraft (thanks Pierpaolo Maglio for your help with that) show that it has a large green 'splinter' towards the rear of the wing and the leading edge flap is also solid Gelboliv. I can only guess that this was a mistake in the printing or a complete oversight on their part, who knows, but just so you know not to follow the instructions too closely. The pictures of the completed model on page 1 of the instructions show the green splinter but not the leading

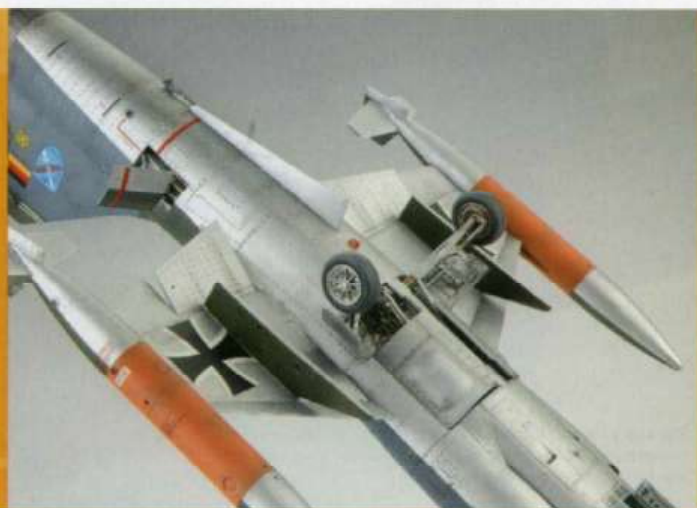
edge, so it's all a bit mixed up. OK, enough of my twittering on, let's get back to it, shall we?

Various other little bits of painting happen about now, which include the nose radome in light grey, the anti-glare panel in dark green (FS34079) the anti-icing mats for the intakes in black and the fluorescent orange bands around the tip tanks. This meant that the basic colouring was now complete, so with just a few dabs of dark grey pastel dust around some of the vents and the hinges it was time for the Johnsons Klear to be applied for the decals.

#### MARKING UP

The two versions on offer are pretty good representations of the major users of the TF-104G in Europe, one Italian (4° Stormo, 20° Gruppo) and one German (JBG31 'Boelcke'). The decals are beautifully printed in excellent colour and register, with all the edges sharp and crisp. Hasegawa have something of a reputation for making decals that are a little hard to handle and unresponsive to setting solutions, but I'm glad to say that there were no such troubles with this little lot and they went on very easily. They are extremely

thin and look very nice settling in to all the nooks and crannies, but that thinness comes at a price. In this case they are so thin that they have a tendency to curl up and refuse to get back to their original shape. Not a problem with the bigger markings, but some of the tiny stencils needed some tender loving care. All worth it in the end for the finished result is just great, with an almost 'painted on' look to the markings. Good work Mr Hasegawa, and as long as you know that you have to be extra careful with the way you handle them, their performance can't be faulted. →

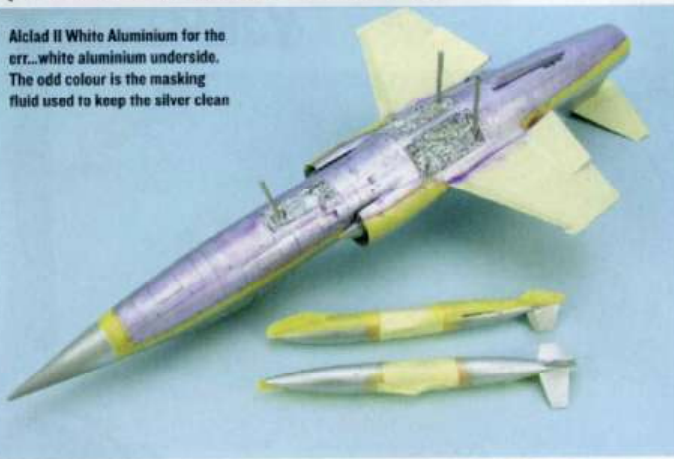




# STEP BY STEP GUIDE - PAINTING (MORE THAN ONCE!)



The spray box keeping everything together and dust-free during priming



Alclad II White Aluminium for the err...white aluminium underside. The odd colour is the masking fluid used to keep the silver clean



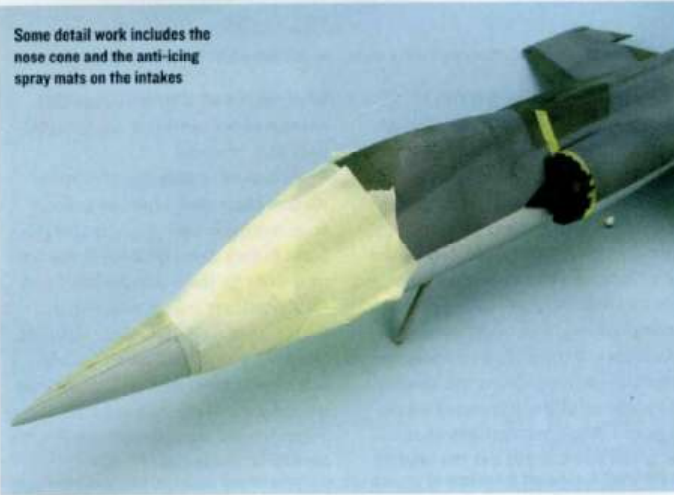
Masking part I. The splinter pattern for the green is applied including the starboard wing, which the instructions ignore



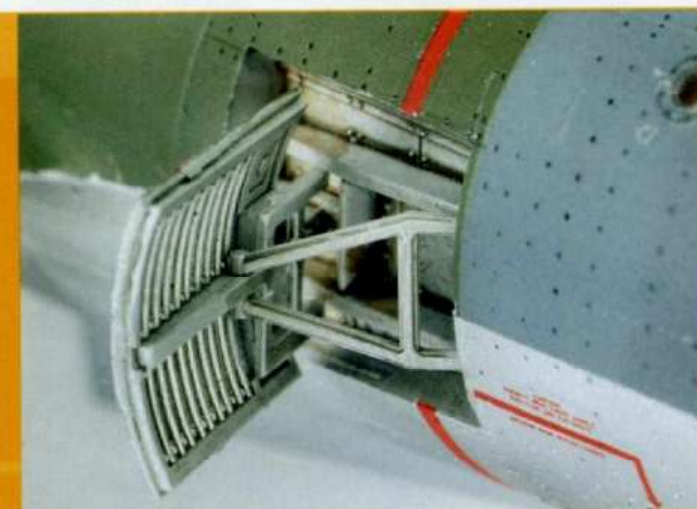
Disaster strikes! Not only is the contrast between the grey and the green all wrong, but the Tamiya tape has pulled off some of the grey...the first time this has ever happened to me with this tape



Success! It actually worked out very nicely having the dark grey undercoat to work some life into the panel lines



Some detail work includes the nose cone and the anti-icing spray mats on the intakes



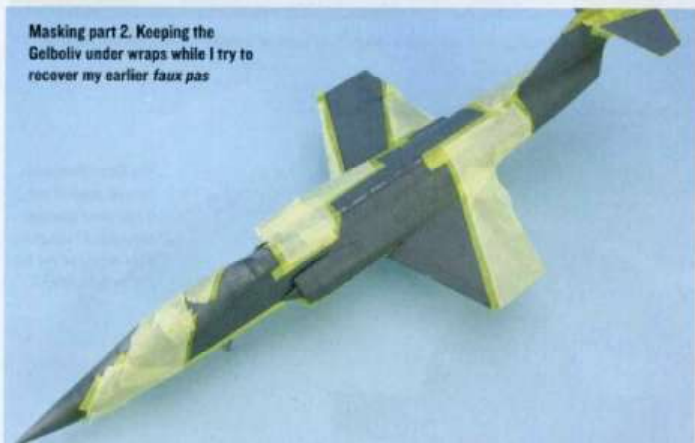
There are a number of stencils to apply to the model, in fact Hasegawa seem to like putting lots of stencils in their kits, which is good as it makes for a 'busy' model



First coat of the LifeColor acrylic Basaltgrau...little voices are shouting at me that it's too dark, but would I listen?...ha!



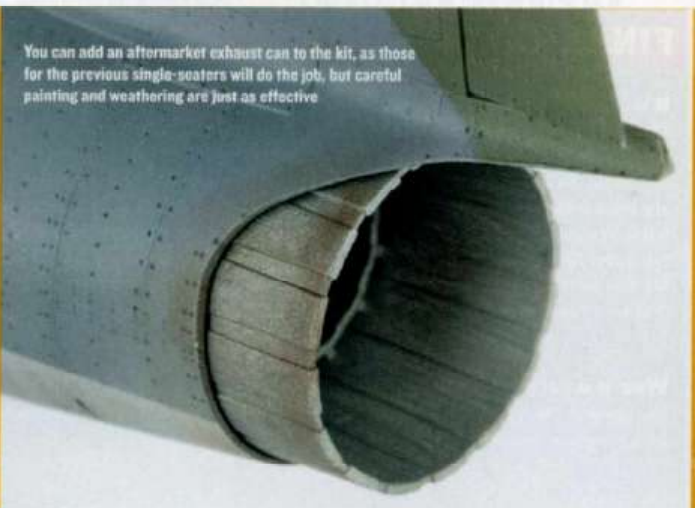
Masking part 2. Keeping the Gelboliv under wraps while I try to recover my earlier faux pas



The basic paint-job complete



You can add an aftermarket exhaust can to the kit, as those for the previous single-seaters will do the job, but careful painting and weathering are just as effective



#### A QUICK(ISH) RANT ABOUT COLOURS

The Luftwaffe option in the TF-104G box is a rather splendid splinter camouflage of dark green and dark grey over medium grey undersides...or so Hasegawa would have you believe...and I quote from the instructions:

Neutral Grey/ RLM71 Dark Green over grey FS36320 (Dark Compass Ghost Grey)

Don't believe a word of it - The Federal German Republic, like so many nations, had their own standards for paint and colour variations (the RAL system) independent in every way from the American FS numbering system and certainly not looking back to the old RLM system. This leaves us with something of a dilemma, because Hasegawa ignores the RAL system of colour identification in this case. No problem, because let's face it, they can't sort everybody's colours out can they? In reality the colours should of course be:

RAL7012 Basaltgrau/RAL6014 Gelboliv over RAL7001 Silbergrau



#### OR SHOULD THEY?

After looking at countless pictures of these aircraft (both single- and two-seat variants) in Luftwaffe service, it was pretty obvious the underside wasn't grey at all but metallic silver. Is this what Silbergrau looked like? No, nothing so simple as that my friends, it turns out that many of the F-104G's were actually finished in RAL6005 Weiss Aluminium (White Aluminium), aaah so that explains that then.

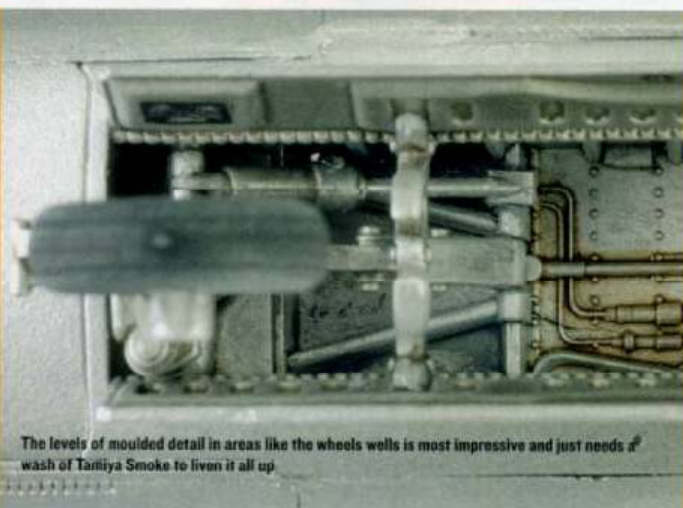
#### OR DOES IT?

Many of the books that deal specifically with camouflage patterns and colours make no mention of this aluminium underside, so just what is going on? One explanation is the dates; everything before about 1971 used the Weiss aluminium, but after that date it swapped over to the Silbergrau (which is entirely non-metallic in sheen). So that is definitely sorted? Well maybe, the trouble is that many aircraft, long after that date, still used the metallic underside colour, so in the end it comes down to a matter of personal taste and belief (and what photographs you can find of the actual aircraft). And that's my last word on it.

Except to say (oh, is he never going to stop?) that the upper surface colours are also subject to exactly the same bit of personal guesswork and interpretation. The photographs available in books and of course on the Internet, will tell you whichever story you fancy: some show the grey to be almost Neutral Grey looking, whilst others give it a bluish cast with the green following suit, one moment it's distinctly 'olive' the next you'd swear it was another grey. All of which is very deceiving and just a bunch of misdirections. Who knows with what film those snaps were taken, or how long ago, or what lighting and after-image processing has gone on? I knew I should have gone for that lovely all-over single no-nonsense FS colour scheme of the Italian aircraft.

The model paint manufactures all have their own idea of what exactly these colours are and many will give FS references as equivalents. And that's all they can ever be, just equivalents to the real thing. Even if you used the actual RAL paints they would still look wrong because of the scale effect on colour saturations. So basically you pay yer money, you take yer choice, which is why I was happy enough to mix up my own version of RAL7012 Basaltgrau.

Although I don't think I mentioned that I'm colour-blind, so I may not be the best person to be talking to...Aaah modelling, isn't it a great hobby?



The levels of moulded detail in areas like the wheels wells is most impressive and just needs a wash of Tamiya Smoke to liven it all up.



## STEP BY STEP GUIDE - PAINTING MORE THAN ONCE!

**STEP BY STEP GUIDE - DECALS & FINAL DETAILS**

The decals are bright and sharp and look lovely against the subdued colours of the camouflage. Note the canopy sealing strips being painted in with a pale yellowy-brown mixture



One of the fiddly jobs needing five hands and at least three pairs of tweezers: attaching the undercarriage doors and struts

← The markings also add a massive amount of character to the finished model as until now it had looked a little bland, but the almost oversize black and white crosses on the wings make for a very striking presentation. I was a little surprised, however, to find that there are no stencils in the kit for the wing pylons; not to worry, I just painted them on with a little satin black and silver acrylic.

**FINISHING TOUCHES**

Thankfully this part of the build process is mercifully short, although not without its pitfalls. It means chucking on all the bits and pieces that are too breakable for the normal day-to-day rough and tumble of construction and painting. These include the undercarriage units for the most part, with a load of doors and actuating struts that need careful positioning, as well as all the little aeri-als and probes. (Or those bits that actually *did* get broken...tailplane anyone?) Then it's time for the final finish and here we hit another dilemma, matt or not so matt, that is the question. A lot of the photographs show the Luftwaffe trainers to have a certain 'sheen' to them, so I mixed a 50/50 blend of Humbrol Matt

and Satin Cotes as the final finish, which I think looks pretty good, not matt and not satin, but a bit of both.

This left only the canopy masks to be removed and the little warning lights to be fitted to the upper and lower fuselages, and that's this Starfighter complete. ■

The Starfighter is a 'simple' subject but it has some complex curves and Hasegawa have captured the lot perfectly in this kit

**FINAL VERDICT**

■ We've waited a long time for this kit and I can remember building a TF-104 in 1:72 an age ago, but why has it taken this long to get one in this scale? Not that I'm really complaining, because this kit is a cracker. Notwithstanding the little niggles and my own worries about the actual colours quoted, I'm pretty pleased with the finished result. There are some tricky bits and you do have to take care with the decals more than anything, but it all comes together in the end to make a very accurate representation of the twin-tub Super Starfighter.

My only serious complaint is the lack of another set of tanks to go on the wing pylons; that would've made it just perfect.

**Was it worth the effort?**

You bet your life it was...heck, why not get two and then you can do the Italian machine for a complete contrast? Now there's an idea...





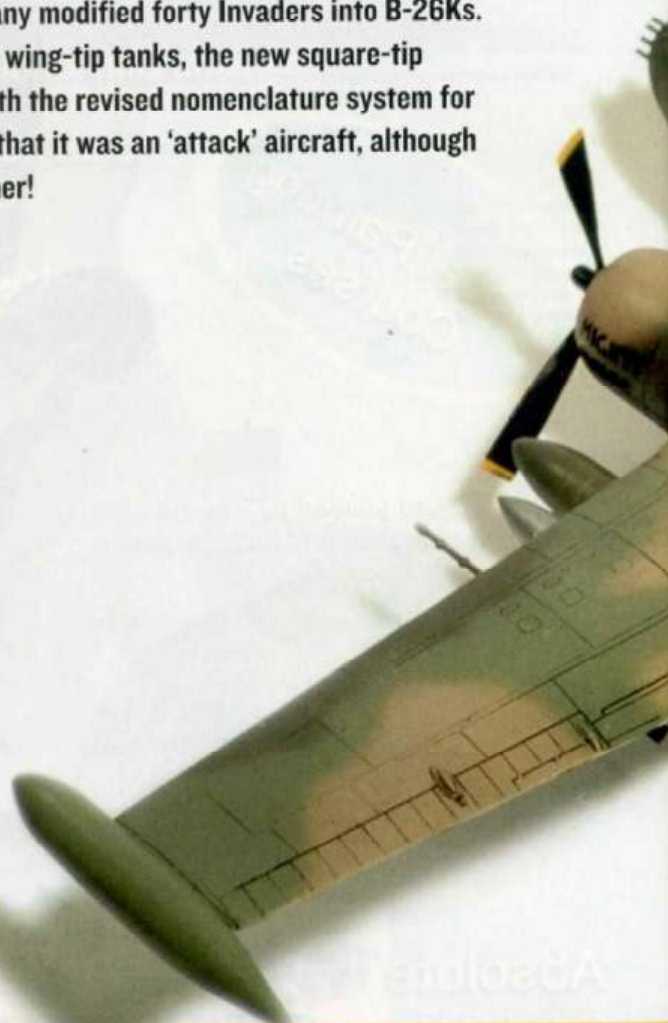
# A OR K? - THE CO

Developed during WWII the Douglas B-26 Invader was considered the best medium bomber of the war. Due to a great wartime production and procrastination about the nose armament, introduction into active service was delayed until the last months of 1944. The type duly served during the Korean War and with the French Air Force in Indo-China and Algeria. During the early 1960s the United States were largely involved in a guerrilla conflict in South Vietnam and required a dedicated aircraft with a huge warload and low-speed capability. For that purpose the On Mark Engineering Company modified forty Invaders into B-26Ks. The most obvious differences with the WWII era Invaders were the wing-tip tanks, the new square-tip propellers and the enlarged fin and rudder. Later, to keep in line with the revised nomenclature system for identifying aircraft types, it was called the A-26K, the 'A' denoting that it was an 'attack' aircraft, although for a time it was also known as the A-26A to confuse matters further!

**A**nnounced back in 2005 by Italeri, this brand-new moulding has been eagerly awaited by me. It is moulded in their usual light grey soft styrene and the panel lines are engraved, a little bit on the heavy side. It is obvious that the mould will allow Italeri to offer the A-26B and C versions at a later date [The A-26C has already been announced by them for release this year - Ed] and this has led to some inaccuracies for this version, but more on that later.

Construction started with the cockpit, where I first had to modify the instrument panel. The A-26K was flown with two pilots, seated side-by-side. I elongated the instrument panel with some sheet styrene cut to shape and I added two control wheels from an old B-25 kit as well as adding an extra set of rudder pedals. I cut away the saddle seat situated behind the co-pilot and filled the resulting hole with a piece of 0.5mm sheet styrene. I added some cables and boxes in the area

behind the pilots, otherwise this would just be a massive empty cavern! You don't need the A-26C's prone position bombardier's compartment and so I cut it out to give me space to add a nose weight later on. Next I turned my attention to the fuselage halves where I glued some lengths of Evergreen 0.5mm square-section beams to act as longerons. The huge bomb bay is moderately detailed but Italeri have only supplied four WWII era bombs which I discarded as they were no longer in use during the 60s. I decided to leave the bomb bay empty, as I was not sure of the bomb load carried by the type during the Vietnam War. As there was no mid-fuselage gunner included and I had no reference photographs of his compartment, I left this area alone and just added a small sheet of styrene to the bottom of this area to mask the lower fuselage joint. I sprayed the entire inside of the fuselage with Xtracolor XII7 Interior Green. For the bomb bay and the nose wheel well I used Model Master Green Zinc →



## 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 Kleer
- Gunze Sangyo Mr Mark Setter & Mr Mark Softer
- Gunze Sangyo Neo Sol masking fluid

### Recommended paints:

- Humbrol enamel:**  
 19 Bright Red RAL 3000  
 33 Matt Black  
 34 Matt White  
 49 Matt Varnish  
 53 Gunmetal  
 56 Aluminium  
 62 Leather RAL 8023  
 63 Sand  
 66 Olive Drab  
 109 WWI Blue BS175  
 126 Grey FS26270  
 154 Insignia Yellow FS 33538  
 191 Chrome Silver

- 220 Ferrari Red  
 226 Interior green

- Tamiya acrylic:**  
 X-19 Smoke

- Xtracolor enamel:**  
 XI2 Night Black  
 XI02 Tan Vietnam FSI0219  
 XI10 Forest Green FSI4079  
 XII6 Green Vietnam FSI4102  
 XII7 Interior Green FS34151  
 X800 Panzer Grey

- Model Master enamel:**  
 TS1734 Zinc Chromate Green

- Model Master Metalizer lacquer:**  
 TS1403 Magnesium

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

- Dimensions - 1:72**  
 Span - 296.4mm  
 Length - 211.7mm  
 Height - 78.3mm



# COUNTER INVADER



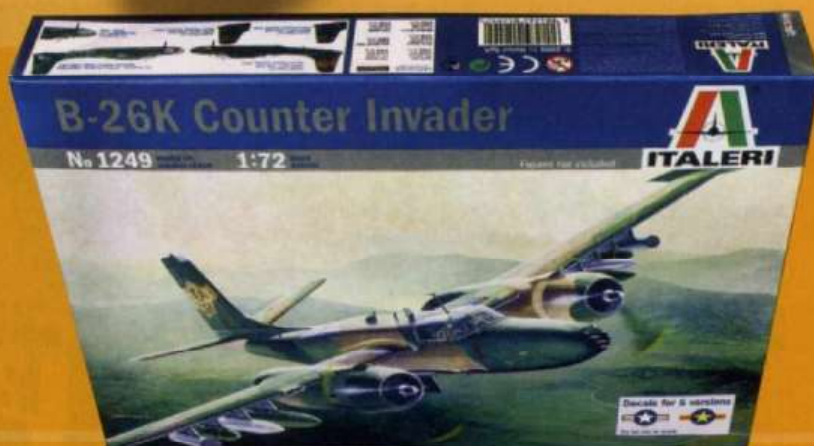
## MODEL INFO

**SPEC:** Italeri 1:72 Douglas A-26K Counter Invader **KIT NO.:** 1249 **MATERIALS:** IM  
**AVAILABLE FROM:** The Hobby Company Ltd (UK Distribution) and Italeri stockists worldwide **PRICE GUIDE:** £11.99

## ALSO RECOMMENDED...

### Reference books:

- A-26 Invader In Action No.134 (Squadron/Signal Publications)
- A-26B/C Invader by F. Gallelli (Aries Publications, 1994)
- Douglas A-26 and B-26 Invader (Crowood 2002)
- Douglas A-26 Invader, Warbird Tech Vol.22 (Speciality Press, 1999)
- Foreign Invaders (Airlife)
- Replic No.140 (April 2003) & No.141 (May 2003)



⚠ Wear the right protective clothing when advised



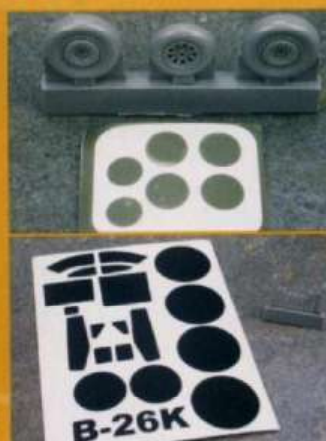


With lumps and bumps all over the airframe, most of which look as if they were added as an afterthought, the A-26K is certainly not uninteresting!

## WHAT'S AVAILABLE FOR THIS KIT?

- Aires #7153 A-26 Invader Wheels & Paint Mask
- Eduard #72434 B-26K Invader Bomb Bay
- Eduard #72453 B-26K Invader Exterior Detail Set
- Eduard #73279 B-26K Invader Interior Detail Set (Pre-painted)
- Eduard #CXI34 B-26K Invader Canopy & Wheel Masks
- Eduard #SS279 B-26K Invader Interior 'Zoom' (Pre-painted)
- Montex #SM72094 B-26K Invader Wheel & Canopy Masks
- Pavla Models #U72-72 Douglas B-26K Engine Set
- Quickboost #QB72 023 A-26K Gun Barrels
- Quickboost #QB72 028 A-26K Correct Cowlings & Engines

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







**"It is obvious that the mould will allow Italeri to offer the A-26B and C versions at a later date and this has lead to some inaccuracies for this particular version"**

Chromate (TS1734), which is basically a lighter green. The instrument panel was painted Panzer Grey (Xtracolor X800) and the pilot's harnesses were made with stripes of a heavy gauge aluminium sheet that were painted with Humbrol 109 (WWI Blue). Some details were picked out in black, red and yellow. I applied a wash of Tamiya Smoke (X19) to the entire cockpit area to give better contrast to the moulded detail. As usual this process darkens all the colours and this is something you have to keep it in mind when choosing what colours to apply initially, and this is the reason why I used dark grey instead of black for the instrument board. Finally I sprayed two fine layers of matt varnish (49) and applied the instrument panel decals, then added some additional items from the spares box to complete the second pilot's working area. By the way, when the cockpit was sealed I discovered that the interior was actually

painted black in the On Mark modified Invaders, so hopefully my green is dark enough!

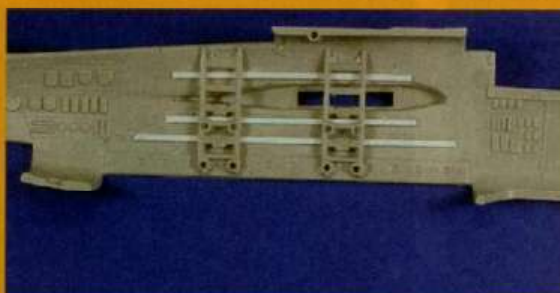
My attention now switched to the wings. I opened the holes for the wing pylons and added some Evergreen square-section beam lengths inside the main wheel wells before cementing the upper and the lower parts of the wing together. My preferred method for this type of join is to flow an amount of Tamiya Extra Thin Cement between just short lengths of the joint and then press it all together. This usually creates a strong bond and results in a slightly raised seam that I can sand later, but it is very important to proceed slowly to get a perfect joint. If the leading edge joint is not perfect I add a small amount of cyanoacrylate glue, as this is stronger and quicker to dry than traditional putty. I used this latter method to fill the holes that resulted from the six wing-mounted guns, as

From-the-box you can make a good basic model of the A-26K, but you need to add a number of details and correct a few aspects

## STEP BY STEP GUIDE - INTERIOR



The modified instrument panel to meet the second pilot's requirements



Lengths of Evergreen square-beams were added inside the bomb bay



The bulkhead of the rear end of the bomb bay is added

● Wear the right protective clothing when advised



# PHOTO FEATURE

## - A-26K

All photos © Richard A. Franks

This selection of images shows the A-26K owned by the USAF Museum at Wright-Patterson AFB. When these photos were taken in 1997 this airframe was housed within the Annex alongside the main museum building, but today we are led to believe that it is now on show in the main museum complex.



Closer view of the structure of the nose wheel doors



Up inside the nose wheel well, looking forward, you can see the single hydraulic ram on the port side that via linkage closes both doors



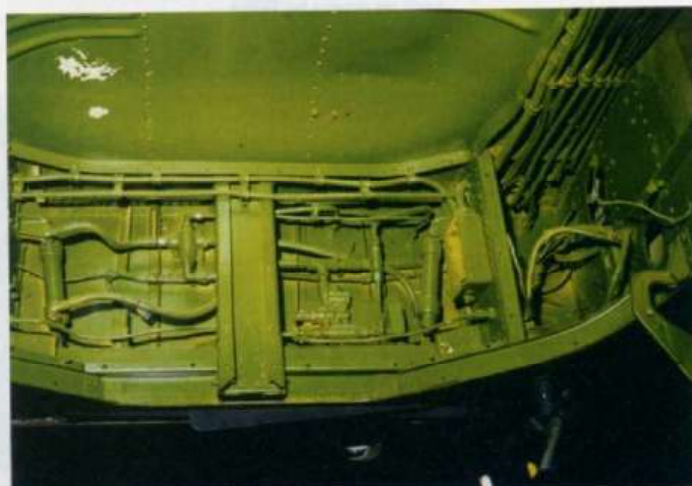
A close look at the structure of the inner faces of the main undercarriage doors



The nose oleo and wheel, viewed from the front. You can see the compression linkage and the small box on the side, just above it, which we presume has something to do with the retraction sequence of this oleo?



There are some pretty substantial brakes fitted to each main wheel



This is up inside the nose wheel well looking aft. This is why we think that little box on the nose leg must instigate the lower section of the oleo rotating through 90°, as this well is not deep enough to house the wheel if it just retracts backwards without rotating as well?

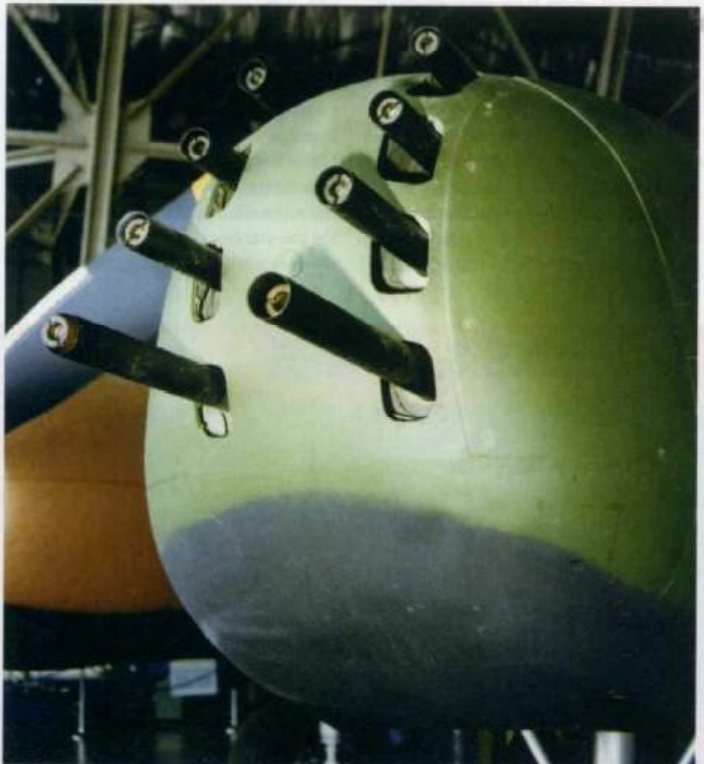




A good shot of the engine and cowling, something that Italeri did not get right in their kit



One of the underwing pylons, fitted with a rocket launcher. The overall finish is black, but as you can see it is really a very, very dark grey



The eight-gun nose



This is the rather plain rear of the main wheel well



The vertical fin, complete with little plates (vortex generators) to create 'dirty' air to make the rudder and trim tab more effective



The appliqué armour on either side of the cockpit area on the A-26K has wooden beading along the bottom to reduce sharp edges and thus airflow disturbance



Up inside the main wheel bay, this is the port side one, looking forward





these were deleted on the A-26K. The interiors of the engine nacelles were once again detailed with the addition of some square-section beams along with a few boxes made from styrene sheet. The main gear leg was glued into the two engine nacelle halves and then the entire area was sprayed Green Zinc Chromate (Model Master TS1734). It was not so easy to move the airbrush inside the wheel well and I had to use a low pressure setting to avoid splattering paint everywhere. Each oleo leg was painted aluminium (Humbrol 56) and then everything was covered with a wash of Tamiya Smoke (X-19) and a

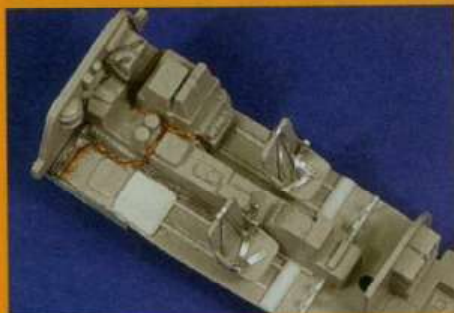
thin layer of matt varnish. When I came to glue the engine nacelles to the wings I had to adjust and fill the joints with some cyanoacrylate as there were a few gaps. After sanding this filler back I added the wing pylons. The engines are quite good, although the final reduction casing is the wrong shape [Quickboost do an excellent set of revised engines and nacelles for this kit now, see elsewhere - Ed], so all I added were some ignition cables made from 0.5mm soldering wire. Some may complain about the accuracy issues with the engine, but in my view for a model in this scale with so much of it hidden behind the

large propeller, I think it is fine. The engine was painted with Model Master Metalizer Magnesium (TS1403), with U.S. Medium Grey FS26270 (Humbrol 126) for the reduction casing and gloss black (Humbrol 21) for certain details. I refined the trailing edges of all the cowl flaps and then glued them in position. The carburettor intake, which correctly depicts the version for the A-26K model, was put in place without difficulty.

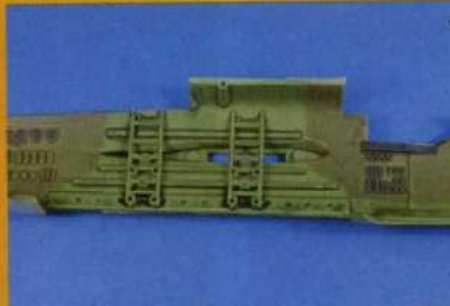
After gluing the eight 0.50in guns in the nose and filling the remaining space with fishing line weights, I added this heavy nose section to the front of the

assembled fuselage. Italeri have moulded all of this perfectly, with no difference in the shape and contours of each sub-assembly. I removed the round panel on the side of the fuselage as it was at the wrong place. I made two new ones with a 3mm punch and 0.5mm sheet styrene, then glued them using the crossover point made by a horizontal panel line and the vertical nose-to-fuselage joint as a guide. I installed the horizontal stabilisers, ensuring they were at the correct angle in relation to the rudder. Later, after painstakingly filling the stabiliser joint, I glued the main wings in position keeping in mind that

## STEP BY STEP GUIDE - INTERIOR, ENGINES & WINGS



The modified cockpit interior



The fuselage is painted Interior Green in the crew areas and Green Zinc Chromate in the bomb bay and nose wheel well



The cockpit suitably painted and weathered

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



**"The huge bomb bay is moderately detailed but Italeri have only supplied four WWII era bombs which I discarded as they were no longer in use during the 1960s"**

The Counter Invader is loaded with weapons and looks very different from a standard WWII-era Invader, which is all part of its appeal



The rather drab scheme actually adds to the aggressive look of the model, and of course the potential for weathering is almost unlimited!

the wing tips are a little bit higher than the top of the canopy according to the plans in the 'Invader In Action' book. I used the same gluing method previously mentioned for the wing trailing edge with the wings themselves, and I filled the space at the joint under the wing with cyanoacrylate, then sanded the resulting seam. I had to rescribe the panel lines that disappeared during the sanding phase and I checked the state of the joint by applying a layer of matt paint. Paint applied at this stage also has the added benefit of acting like very fine putty as well.

The transparencies were masked

off with Tamiya masking tape and I set them in position with more Tamiya Extra Thin Cement. I did have to adjust them slightly, as the profile does not exactly match that of the fuselage; to be truthful the main canopy is not as wide as the fuselage! I added all the blade antennae that I could see on various pictures of the real aircraft even though I can appreciate that not all machines were thus equipped. I had to make from scratch the two small outlets on either side of the nose and a support for one of the HF aerials. The final task was to attach the tip tanks and cover the parts not to painted, i.e. the

wheel wells and the engines, with wet tissue paper. The next task was to build the entire warload to be hung under the wings. Italeri offer two drop tanks, two napalm tanks, two rocket launchers and two M17 bombs. As I was not satisfied with the bombs I decided to use two Mk 82 bombs with extended fuses from a Hasegawa aircraft weapons set. The rocket launchers and the napalm tanks were painted Magnesium (Model Master Metalizer TS1403), the drop tanks were painted Forest Green (FSI4079 (Xtracolor XI10) and the Mk 82 bombs yellow (Humbrol I54) and Interior Green (Humbrol 226). Once

all this was completed the model was ready for the overall paint scheme.

#### PAINTING

I started painting my Invader with the black of the under surfaces. I used a tin of Xtracolor XI2 Night Black with some white added to compensate for the scale effect. Once that was applied and had dried, following the drawings, I airbrushed the three colours of the Vietnam War era scheme, that is to say Xtracolor XI02 Tan Vietnam FSI0219, XI10 Forest Green FSI4079 and XI16 Green Vietnam FSI4102. As is frequently seen in photographs at the



The upper portion of the wing and wheel well is reinforced with Evergreen beams



The interior of each nacelle was also detailed

⚠ Wear the right protective clothing when advised



The addition of tip tanks, the new nose, the mass of wing pylons and the revised nacelles and propellers all make the A-26K look very businesslike and aggressive



**"The engines are quite good, although the final reduction casing is the wrong shape, so all I added were some ignition cables made from 0.5mm soldering wire"**

time, the de-icer boots on the wing and horizontal stabiliser leading edges were discarded, but not the one on the fin. I therefore painted matt black on the leading edge of the latter and Light Gull Grey FS36440 (Humbrol I29) for some small dielectric panels above it. The propellers were airbrushed with matt black and the tips with Insignia Yellow FS33538 (Humbrol I54). As Xtracolor

paint is glossy enough I laid down the decals directly on to it without having to apply another coat of gloss varnish. The decals applied are actually quite limited, as there are no US insignia. The decal sheet does offer five options, three for the USAF in Vietnam and the other two for the Congolese Air Force. The decals are very thin and there was no need for setting solution other than on

the starboard side of the fin due to the vortex generators located in this area. I chose to represent the Invader from the 609th Special Operation Squadron that was dubbed 'Mighty Mouse' of which a picture can be seen in the 'Invader In Action' book. This aircraft was fitted with the late-type carburettor intakes and carried Mk 82 bombs with extended fuse. The only markings this

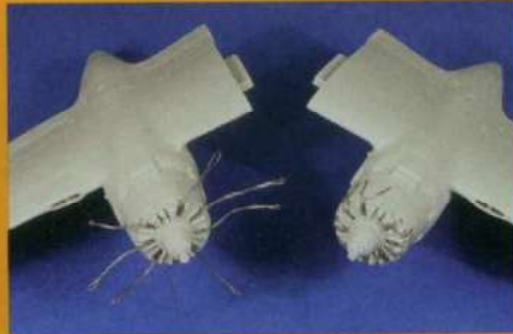
machine carried were the black 'TA' tail code and the AF64-651 serial number. The latter was repeated on the front wheel well doors in red.

Once all the decaling was complete I airbrushed on two fine layers of matt varnish (Humbrol 49) and removed all the tape and tissue masks. I touched in some of the antennae and added the wires of the HF antennae. ■

## STEP BY STEP GUIDE - ENGINES & WINGS



An assembled nacelle



The engines were detailed with some lengths of solder

## FINAL VERDICT

■ Well, I can say at the end of this feature that this kit is a valuable one and even if there are some inaccuracies around the fin or with the wheels, with all of these weapons under the wings it is certainly a very impressive looking model that will be quite eye-catching at model shows. I spent around eighty hours to get my Vietnam Invader finished, so it is by no means a 'shake and bake' kit, but certainly well within the grasp of most modellers.

### Was it worth the money?

Definitely, as even with the corrections and additions I have listed above the project is no onerous and the end result is very pleasing.





BUILT & WRITTEN BY  
ALAN BOTTOMS FROM THE UK

# Nocturnal Meteor

Kits in 1:48 of post-war British jet aircraft used to be rare in any medium but vac-forms, however now thanks to Classic Airframes the modeller has a larger selection in injection-moulded plastic. Having already released the standard fighter series, it was nice to see that they were also going to go the whole hog and produce the long-nose nightfighters.

**O**n opening the box you find the majority of the airframe moulded in grey-coloured plastic with a bag of resin parts to detail the cockpit, engine fronts, jet pipes and wheels. The canopy is injected and the kit is rounded off with an excellent decal sheet covering three options, two RAF and an Egyptian Air Force example. Anyone who has built one of this company's kits will know that the fit of parts can be challenging at times

so with this in mind I tend to treat them as I would a vac-form. By this I mean cleaning up sprue points, mating faces and test fitting as much of the airframe as possible before reaching for the cement. By doing this I was able to ascertain that the cockpit can be added later through the wing opening, so assembly began with building up various sub-assemblies, such as fuselage halves, radome halves, outer wing panels and intakes. While these were all setting the wheel wells were

cleaned up ready to install in the lower wing section. Unfortunately there are huge ejector pin marks in the centre of each bay roof, so after using a chisel to remove the offending items, the ribs were repaired with lengths of stretched sprue. The resin engine fronts have no location points at all so a couple of lengths of sprue were glued across the engine bays to give them something to fix to. To give the assembled wing time to set I built up some of the smaller detail parts, starting with the resin

cockpit. A good razor saw and some patience are needed here, as some of the pouring plugs are quite substantial. As for colour you have a choice of black or mostly black! I varied the shades and finishes (mat, satin or gloss), to try to give a little depth and create some interest in what would otherwise be a dark and rather boring cockpit. A light drybrush of Games Workshop silver made the detail spring out and a few touches of colour brought it to life. Leaving the seats to one side the

## YOU WILL NEED...

### Before Starting:

- Cyanoacrylate
- Masking Tape
- Blu-Tack
- Scalpel, with IOA blade
- Micro-mesh Files
- Micro Set & Sol decal solutions
- Daco 'Strong' decal solution
- Gunze Sangyo
- Mr Surfacer 1000



### Dimensions

Span - 43ft 0in (13.11m)  
Length - 48ft 6in (14.78m)  
Height (over rudder) - 13ft 11in (4.24m)

### Dimensions - 1:48

Span - 273mm  
Length - 309.8mm  
Height (over rudder) - 88.3mm

### Paints Used:

Games Workshop acrylic:  
Silver

Halfords acrylic aerosols:  
Grey Plastic Primer

Tamiya acrylic:  
X-19 Smoke  
X-22A Thinners

### Xtracrylix acrylic:

XAI001 RAF Dark Green  
XAI003 RAF Medium Sea Grey

### Accessories Used:

Lion Roar [Taiwan]:  
WW2 RAF Seat Belt Set  
Available from [www.armour-models.co.uk](http://www.armour-models.co.uk)

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



You either like the 'long-nose' Meteor or you don't, personally, we all do!

### MODEL INFO

**SPEC:** Classic Airframes 1:48 Armstrong-Whitworth Meteor NF Mk 11/13  
**KIT NO.:** 480 **MATERIAL:** IM, R  
**AVAILABLE FROM:** Hannants (UK importer) and Classic Airframes stockists worldwide. **PRICE GUIDE:** £32.99



The fit of this kit is not the best, but it is for 'experienced modellers only', so you have been warned!

cockpit tubs, which include the very delicate front undercarriage mount, were slipped into position and fixed with cyanoacrylate. With adequate nose weights fixed into the big radome this can now be added to the fuselage. The tailplanes suffered from shrinkage at the root so some plasticard was used to shim them out before they too were fixed in place. Returning to the wing the engine fronts were painted silver with matt black around the outside as these are effectively blanking plates and sit about an inch back from the mouth of the intakes. The intakes themselves are quite large in diameter so the inner surface is fairly visible, but unfortunately a lot of filling and sanding is required to make them presentable, a very good excuse to fit intake covers! The outer wing panels were next and

once everything had set the wing was attached to the fuselage, and the complete airframe was put aside to dry. Whilst waiting the undercarriage legs, wheels and doors were cleaned up and assembled, which led to the next little modification. The main legs have almost no locating points at all so holes were drilled in the top of the legs and the undercarriage bay into which brass pins were inserted, giving a very sturdy set of main gear.

On inspection it was obvious that a lot of filling and sanding was on the cards for the airframe so the painted cockpit, nose wheel bay and intakes were sealed up first with Tamiya tape, tissue and Maskol for protection. I have to admit that almost every joint or seam needed attention with Tamiya filler or Mr Surfacer and once all the

sanding was out of the way half the airframe needed rescribing. It was a big relief to finally put a coat of primer on the model, as things then looked a lot better. The fit of the front screen was good so that was fitted in place with PVA and the glass areas masked with Tamiya tape. Painting began with a coat of Halfords satin black on the radome, which was then masked up with Tamiya tape. For the main colours I used Xtracrylix RAF Dark Green and Medium Sea Grey thinned with Tamiya thinner. The grey went on first and when that had dried for a couple of days the camouflage scheme was masked off and the green applied. The undercarriage bays were picked out in aluminium as were the wheel hubs, bay doors and legs.

With the paint dry the decals were applied and they needed just a touch

of Micro Set and Sol for the most part. The exception was the Suez stripes, which needed something a little stronger, so out with the Daco 'strong' solvent. I must warn anyone trying this for the first time it is fierce stuff! Once the decals were settled a wash of thinned grey ink with a dab of washing up liquid was applied overall to make the engraved detail and panel lines stand out. The soap makes the ink flow but also makes clean-up easier. The tyres were painted Tamiya NATO Black and fitted to the legs, which were then fixed into the bays along with the retraction jacks and doors. Tamiya Smoke (X-19) thinned with water was brushed into the bays, legs and hubs, accentuating the detail.

I have now found the most awkward canopy to mask on the planet, twelve

### References.

- Gloster Meteor - Super Profile (Haynes, 1985)
- Gloster Meteor, The IAF Aircraft Series No.7 by A. Dor (AD Graphics 2001)
- The Gloster Meteor, Close-up Classics No. 1 by R.J. Caruana (Modelaid International Publications, 1991)
- Meteor by S. Bond (Ian Allan 1985)
- Meteor by B. Philpott (Airlife 1986)
- Meteor In Action No.153 by J. Scutts (Squadron/Signal Publications, 1995)
- Scale Aircraft Modelling, December 1986



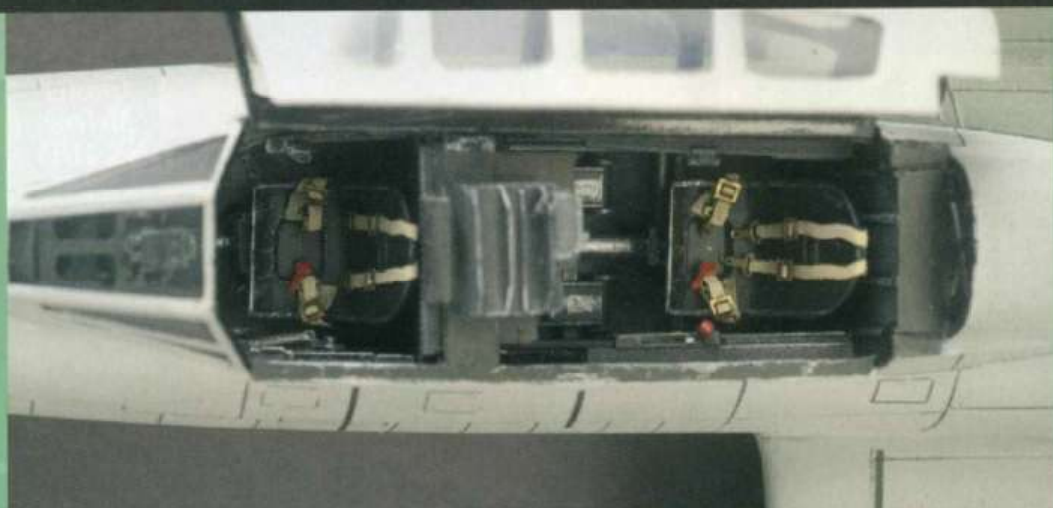




You have to agree that a dark background really suits the NF-series, just as well really considering they were nightfighters!

**"I have now found the most awkward canopy to mask, twelve windows all with radius corners!"**

windows all with radius corners! A quick coat of black for the inner framing and then the grey spraying all along, having ensured that the tape was all burnished down properly first! The drop tanks and last few external details were added before a coat of Vallejo satin varnish evened up the overall finish. With the masking removed all that remained were the crew seats, which are resin parts. The only thing missing from this kit really are the seat belts, so for this model I tried a set of RAF belts made by Lion Roar, which with careful assembly and painting looked really good. The last items to go on were the pitot tube and aerials, which would only have been knocked off earlier in the assembly. ■



## FINAL VERDICT

So, this kit is not for the beginner and will test the patience of the more experienced at times. Now it is finished I am pleased with it and I must admit assembly would probably have been less troublesome if I had built it in one go, but in this instance it was done over a long period, with some breaks. Would I build another? I already have the F Mk 8 kit in my pending pile, so yes is the answer to that question.



BUILT & WRITTEN BY LIBOR JEKL  
FROM THE CZECH REPUBLIC**MODEL INFO**

**SPEC:** Special Hobby 1:72 Hawker Sea Hawk FB Mk 3/FGA Mk 50 with AIM-9B 'Hi-Tech'  
**KIT NO.:** SH72080 **MATERIALS:** IM, R, PE  
**AVAILABLE FROM:** Hannants (UK importer) and Special Hobby stockists worldwide  
**PRICE GUIDE:** £15.99

# Suez Sea Hawk

It is quite common that a kit originally released by the MPM group will hit the market after a while under the Special Hobby label. These reissues are usually upgraded with resin and photo-etched parts and extra decal options. This is the case with the Hawker Sea Hawk in 1:72, which originally appeared on the shelves in an MPM box in mid-2001 (#72094).

**T**he plastic parts are moulded in light grey-coloured styrene and are already showing some marks of aging. However, the amount of flash and other imperfections are not excessive. The panel lines are so finely engraved that they are barely visible in places, therefore I recommend that you refresh them all with an engraving tool, otherwise they will disappear under a coat of paint. The inclusion of an impressive batch of resin parts allows the update of the cockpit with a single-piece cockpit tub, ejection seat, side panels, control stick and gunsight, plus photo-etched instrument panel, seat belts, etc. The underwing stores are also quite extensive, consisting of 500lb bombs, drop tanks and AIM-9B rockets intended for the Dutch version. Do not be surprised by the 'odd' look of one of the fuel tanks, this is not a production defect but representation of damage caused by Egyptian anti-



## YOU WILL NEED...

### Before Starting:

- Cyanoacrylate
- Masking Tape
- Blu-Tack
- Scalpel, with IOA & II blades
- Micro-mesh Files
- Microscale Set & Sol decal solutions



### Dimensions

Span - [Open] 39ft (11.89m), [Folded] 13ft 3in (4.04m)  
 Length - 39ft 10 1/2in (12.15m)  
 Height - [Open] 8ft 9in (2.67m), [Folded] 16ft 9in (5.11m)

### Dimensions - 1:72

Span - [Open] 165.1mm, [Folded] 56mm  
 Length - 168.8mm  
 Height - [Open] 37mm, [Folded] 70.9mm



⚠ Wear the right protective clothing when advised





aircraft fire. However, previously 'missing' details in the main wheel well and the inlet louvres in the wing's root were again not taken into account (as I had hoped), so it's up to modeller's skill to deal with them. The instructions are in the usual black & white A5 booklet format with paint references for the main camouflage colours made only by FS number, so it's up to modeller to choose these from a corresponding paint brand.

Before commencing the build I adjusted the cockpit tub within the fuselage halves as the casting is a few millimetres larger, so some sanding was necessary to get a snug fit. The side panels are also rather high, so I cut them down by 1.5 mm, otherwise they would overlap the cockpit tub. Having done this, the cockpit assembly went in without further trouble. After spraying it black-grey I accentuated the raised details and edges with a little drybrushed light grey paint. Quite a lot of attention is needed for the air inlets in the wing roots. I made the louvres and also part of the inlet channel to the engine compressor from Evergreen plastic stock. I did not bother with the correct profile of the inlet that much; the main objective is just to prevent a 'see-through' effect within the entire wing. Alternatively, there is a more elegant solution and that is to make the FOD guards that were installed over the inlets when the aircraft was parked on the carrier deck or ground. Next time I will choose that option!

The other part of the kit that required some scratchbuilt additions was the main undercarriage well. The kit offering is very plain, with no detail in the roof or front and rear bulkhead areas, and a simplified exposed section of the engine. Equipped with sufficient amounts of lead wire of varying diameters, I reproduced the hydraulic, fuel and power lines and other 'mess' that might be easily visible. At last I was able to join the fuselage halves and the tail assembly together. This can be quite an easy task provided a good fit has been achieved, nevertheless a small amount of filler was needed at the horizontal joint under the cockpit for which Mr Surfacer 500 was brushed on. Do not forget to add some ballast in the front of fuselage, as the instructions don't

mention this! I added, behind the cockpit, 5g of lead and this was just enough to prevent a tail-sitter.

Typically for a short-run kit, some of the smaller parts were oversimplified or too thick in this scale, so I decided to replace them. This involved the wheel well doors, landing gear struts, tailhook, antennae and various tiny bits. The single-piece canopy would sadly hide all that marvellous detail in the cockpit, so despite it being moulded nice and clear, I decided to replace it with a new item made from vac-formed clear plastic.

After blending all the surface imperfections the kit was given an even coat of Mr Surfacer 1000 in preparation for the camouflage colours. There are two decal options to choose from, the first one being a Royal Navy machine

(WM995) from No.802 Squadron operated during the Suez Crisis from *HMS Albion*, wearing typical black-yellow identification stripes. The second option is a Dutch Navy Sea Hawk FGA Mk 50 from *HNIMS Karel Doorman* in 1959. I went for the first option, using Aeromaster and Gunze Sangyo acrylics and applying some (subtle) post-shading along the panel lines. The decal sheet is excellent quality and includes all the necessary markings; even a couple of stencils are included. These decals are thin, opaque and reacted well to Microscale Set and Sol solutions. ■



## YOU WILL NEED...

### Paints Used:

Aeromaster acrylic:  
I118 Extra Dark Sea Grey

### Gunze Sangyo Mr Color acrylic:

H3 Red  
H74 Sky  
H416 RLM 66

### Model Master Metalizer lacquer:

I406 Exhaust

### Vallejo Model Color acrylic:

990 Light Grey  
862 Black Grey

### References:

- Hawker Sea Hawk by F.K. Mason, Profile No.71 (Profile Publications 1966)
- Hawker Sea Hawk by T. Butler, Warpaint No.29 (Hall Park Books 2001)
- Hawker Sea Hawk (4+ Publications 2001 ISBN: 80-902559-3-0)
- Replic No.122 (October 2001)

## FINAL VERDICT

The Special Hobby kit is intended for the more experienced modeller, not only due to the inclusion of resin and etched parts, but also owing to the 'typical' short-run features requiring extra skills in updating or making new parts. Despite this, it is very welcome subject for Fleet Air Arm and early jet era fans and is recommended.





## Hawker Sea Hawk by Charles Polidano

Hawker Sea Hawk FGA Mk 2, WV826, is held at the Malta Aviation Museum, which is located at the wartime RAF base of Ta' Qali. The aircraft retains its true serial but has been restored and repainted by the Museum in the colours of an FGA Mk 6 that served with No. 804 Sqn, Fleet Air Arm, during the Suez Crisis in 1956.



The port main undercarriage bay. Note how it is possible to see right through to the other side beneath what is probably the engine housing



A look inside the starboard main undercarriage bay. The uniform Sky colour is presumably the result of repainting during restoration work



The port jet pipe. The engine turbine is just visible



View of the tail section with the aerodynamic bullet fairing at the joint between the fin and tailplanes



View of the starboard forward fuselage, with auxiliary air intake louvres and an open fuselage panel. Note also the open panels above the wing fold mechanism



Looking up into the nosewheel bay. Note the tyre recess up front. The red bar appears to be a type of locking pin





The cockpit interior, instrument panel and control column



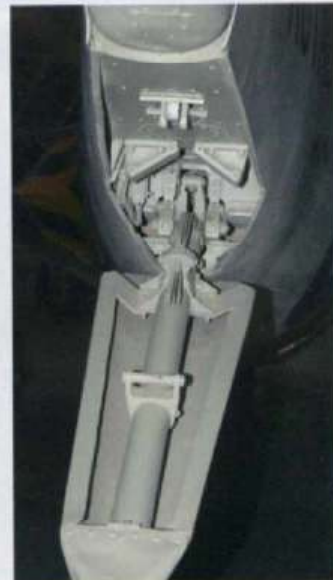
A look inside the open panel on the upper fuselage just behind the cockpit



Close-up of the twin antennas on the rear fuselage



The starboard main undercarriage leg, viewed from the rear



Close-up of the arrestor hook pivoting mechanism beneath the rear fuselage



Overall view of the nose wheel leg. The square tube is just to stop the scissor link collapsing, it is not original!



This is the nose wheel door, seen from behind with the linkage at the top and locks at the bottom



The port wing folding mechanism



BUILT & WRITTEN BY  
NICK J. WIGMAN FROM THE UK

# Striped Sea Hawk

The Sea Hawk is a type that holds its place in history by being one of those involved in the Suez Crisis (*Operation Musketeer*) in October 1956, where six squadrons of the Fleet Air Arm operating off the carriers *HMS Eagle*, *HMS Albion* and *HMS Bulwark*, were used in the ground-attack role in support of the Anglo-French invasion force. It did not remain in FAA service for long though, and was starting to be phased out just a year later when the Scimitar and Sea Vixen started to enter service.



**T**he kit comes in the usual style box and on initial inspection the plastic parts look to be very well moulded with nice crisp recessed details. However, the smaller parts such as the undercarriage look to be oversimplified, while the doors appear too thick. It is not surprising that the trailing edges of the wings will also need to be thinned down, as this is 'par for the course' for this type of kit. The fit of the main sub-assemblies, namely the front end of the fuselage which is split horizontally, the tail end that is split vertically and the outer (folding) wing panels, all look somewhat daunting though! The resin parts are excellent, offering a full cockpit, wheels, intake blanks, main wheel well, the inner wing fold points and a few smaller details. The photo-etched components comprise the outer

pair of ribs at the fold, seat harness, intake splitter plates and instrument panel (with acetate sheet for the dials). Construction begins by removing all the major plastic parts from the sprues and cleaning them up, then thinning down the trailing edges of all the flying surfaces. At the same time the mating surfaces of the fuselage parts were also sanded to ensure they were flat. Conventionally the assembly and painting of the cockpit covers the first steps of construction and no problems were encountered. Test fitting the cockpit into the upper front fuselage half revealed that the fit was good, although I also decided to test fit the front fuselage halves together, and here the upper half was slightly wider than the lower. This was easily fixed by gluing a piece of sprue in place as a spacer before the cockpit was put in

It is a great shame Classic did not opt for a two-part canopy, as the nicely detailed resin cockpit is all but invisible without the option to pose the canopy open

## MODEL INFO

SPEC: Classic Airframes 1:48 Hawker Sea Hawk FB.3/FGA.6/FGA.50

KIT NO.: 465 MATERIAL: IM, R, PE

AVAILABLE FROM: Hannants (UK importer) and Classic Airframes stockists worldwide. PRICE GUIDE: £29.99

## YOU WILL NEED...

### Before Starting:

- Cyanoacrylate
- Tamiya Extra Thin Cement
- Masking Tape
- Blu-Tack
- Scalpel, with IOA blade
- Micro-mesh Files
- Daco 'Strong' decal solvent



### Dimensions

Span - [Open] 39ft (11.89m), [Folded] 13ft 3in (4.04m)  
Length - 39ft 10 1/2in (12.15m)  
Height - [Open] 8ft 9in (2.67m), [Folded] 16ft 9in (5.11m)

### Dimensions - 1:48

Span - [Open] 247.7mm, [Folded] 84.2mm  
Length - 253.1mm  
Height - [Open] 55.6mm, [Folded] 106.5mm



### Paints Used:

Aiclad II lacquer:  
Dark Aluminium

Xtracrylix acrylic:  
XAIF Flat Varnish  
XAIG Gloss Varnish

### Xtracolor enamel:

X5 RAF Extra Dark Sea Grey (BS640)  
X7 RAF Sky (BS210)  
X12 Night Black (BS642)  
X141 White (FS17875)

### References:

- Hawker Sea Hawk by F.K. Mason, Profile No.71 (Profile Publications 1966)
- Hawker Sea Hawk by T. Butler, Warpaint No.29 (Hall Park Books 2001)
- Hawker Sea Hawk (4+ Publications 2001 ISBN: 80-902559-3-0) Replic No.122 (October 2001)

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





Sadly the wing fold detail is somewhat lacking in the kit



We are not quite sure if we prefer the wings up or down on the Sea Hawk? It is a petit little aircraft, even in 1:48

place. The resin main wheel well fitted very nicely, as did the intake blanks into the leading edges of the lower front fuselage. I left out the intake splitter plates until later as they are quite fragile. No nose wheel well as such is supplied, so some weight was added to the nose, secured with Araldite, and the front fuselage closed up. The fit is fairly good but some cleaning up and a little filler with subsequent rescribing was needed. The rear fuselage fits fairly well, but it does not match exactly the contours of the front end without some help. Some clamps and cyanoacrylate glue were used to bond the front and back of the fuselage together, taking care to get the best match. I need to mention that before joining the front and rear ends of the fuselage, the exhaust fairings need to be added into the rear of the fuselage, and they need some adjustment with a scalpel/file to get a good fit (as mentioned in the instructions). All in all, this task was not too easy to get right. The tailplane comes in upper and lower halves, complete with the distinctive central fairing, and care needs to be taken when gluing this in place to ensure

correct alignment. Filler was applied where necessary and all the joins were sanded with panel lines rescribed where necessary. This is a good time to open the hole in the fuselage to represent the camera port, as this is absent.

I had decided early on to have the wings folded, but by now I was wishing I hadn't! The etched wing ribs do not fit the contours of the wing ends so cyanoacrylate, filler and careful filing were needed because they just butt-join onto the end of the outer wing panels. The innermost resin wing ribs were not only tricky to fit into the wing, but were poorly rendered and oversimplified and impeded the 'folding' of the wing unless cut into three sections. Disappointingly, absolutely no hinges or brackets are included so much effort and scratchbuilding will be needed to make these areas look accurate. The outer wing panels were not secured in place until much later, but after a coat of primer and the colour scheme applied (Extra Dark Sea Grey and Sky), the model was varnished and prepared for the decals. The black and yellow Suez Crisis stripes were first to go on and they were nicely opaque, fitted

fairly well, and were helped to conform with the use of Daco 'Strong' solvent. Unfortunately the few white areas of decal such as those on the roundels proved too translucent, and although this didn't seem too bad on the wings, the Suez stripes showed through greatly on the fuselage roundels! Not having any suitable replacements in the 'decal bank' I had no option but to reluctantly paint the white areas...a few coats were needed! Once all the decals had been applied, and had dried, the model was given another coat of gloss varnish and the panel lines were highlighted.

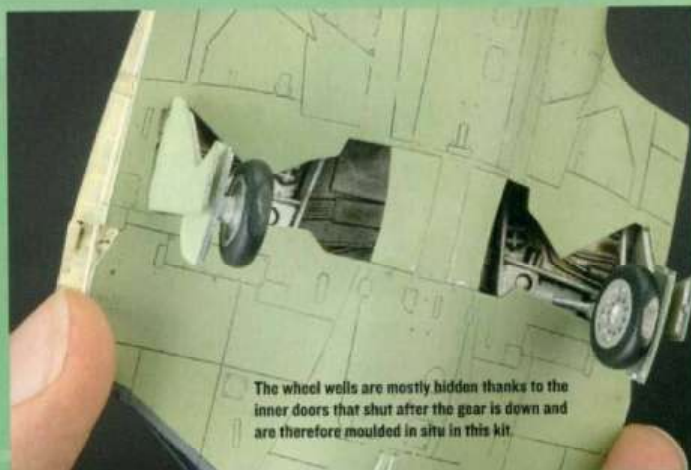
The undercarriage parts are simplified, especially the main gear actuators and leg braces which should really be discarded and replaced by plastic or metal rod. The fit of the undercarriage legs into the respective wheel wells was also fairly poor, with the hole for the nose wheel strut not being deep enough, and the main struts being slightly loose. The wheels were flattened and then added, noting that they actually cant inwards at the top while the main legs also slope inwards at the bottom. All the undercarriage doors are disappointingly thick so the purists may well choose to

replace them. The exhaust fairings were sprayed Alclad II Dark Aluminium, and a test fit of the resin exhausts revealed them to be a very tight fit. Some sanding was needed and it was necessary to carefully remove the lug within each exhaust fairing, otherwise they projected out too far. Sadly, after all that, they are quite unconvincing as they are simply far too shallow.

The model was matted down with Xtracrylix varnish and the seat and gunsight added. The final parts e.g. arrestor hook, aerials and pitot were added, and the wings were simply attached to the fuselage (remember, no hinges!) without problem, but the etched intake splitter plates do need care. The canopy is unfortunately supplied in one piece (why when there's a nice resin cockpit?), is also fairly thick and needs a fair bit of honing and test fitting to fit. With hindsight, I'd recommend fitting this part prior to applying the colour scheme as the associated (and essential) filling and sanding would not be a problem! Once I got a reasonable fit, I made the prominent rubber canopy hood seals from paper to complete the model. ■



Ahh, if only a multi-part canopy had been included, all that resin interior would have been visible



The wheel wells are mostly hidden thanks to the inner doors that shut after the gear is down and are therefore moulded in situ in this kit





As you can see the tailhook has a tendency to 'wander' a bit, but fixing it rigidly would leave it wide open to being snapped off and lost - we have all been there!



You could do more and separate the control surfaces etc., but as supplied the kit gives you just about all you are going to need



It is still pretty regardless of the hard work that has to be put in to get to this point!

## FINAL VERDICT

My personal impression is that this kit provides you with the basis for making an accurate Sea Hawk, but that it falls short in a number of areas on close inspection. Being one of my favourite Royal Naval aircraft, I welcomed this release, and it looks the part initially, but for those wanting a more accurate model (especially with the wings folded!), a fair amount of extra work is essential. I would not say this is an easy build, so can only recommend it to those who have experience with limited-run, multi-media kits. For the price it isn't exactly cheap and if it wasn't for this I'd like to do another (with the benefit of hindsight), and make it more accurate and add more detail.



# HAWKER SEA H

## Protagonist of the Suez Campaign

Sitting on the edge of a cliff at the very end of Hal Far runway in Malta was the best vantage point from where to watch the activities of this Royal Naval Air Station (RNAS), certainly the busiest and most important in the Mediterranean during the late 1950s. An enormous cloud of black smoke, followed by the sound of Nene engines starting up and revving, was the signal that the entire squadron of Sea Hawks parked at the opposite end of the airfield was being 'launched' for another day of gun and rocket firing practice. The target, as always, was a small, uninhabited rock the size of a small village a few miles south of Hal Far. In no time at all one could see the Sea Hawks diving down in 'follow the leader' fashion, launching their rockets from a distance and then emptying their guns at close range. What a way to spend a summer day during the school holidays....

In this day and age of escalating defence costs, we are used to the longevity of aircraft types that remain in service for decades, and almost certainly new types entering service today will still be around in 25 to 30 years time. The situation was very different between 1920 and the late 1940s, mainly due to the rapid technological and aerodynamic advances of that period. Normal lifespan for a frontline fighter during those years was less than a decade, and the Hawker Sea Hawk was not expected to be an exception. That the type was still in frontline service with the Indian Navy until replaced by

the Sea Harrier in the early 1980s lifts the Sea Hawk out of the ordinary and places it in a niche of its own.

Though the Fleet Air Arm (FAA) formed part of the 'Senior Service', it fought throughout most of the Second World War with outdated equipment or navalised versions of fighter aircraft produced for the Royal Air Force (RAF). Even in the latter scenario, it had to wait in line for years to acquire navalised Hurricanes and Spitfires, which were pressed into service more through sheer operational pressure than from conviction of their suitability. The first attempt at a completely original jet-powered design for naval use in the form of the Attacker – which in fact used much tooling from the Spiteful – was nothing short of a disappointment.

### A DIFFICULT BEGINNING

The Sea Hawk's story actually started on 1st September 1944 when the Hawker Fury, built to specification F.2/43, took to the air for the first time. Planned at the time as an improved Tempest for use by the RAF in the Far East, it was rejected and passed on (yes, you guessed) to the FAA as the Sea Fury (see MAI Issue 10, May 2006). During the initial development stage of the prototypes, however, it was decided to try and adapt the airframe to take a jet engine. The 3,500lb Derwent was considered to be hopelessly short of power for such a massive fighter, so Hawker opted for the Rolls-Royce B.41 (a development of the Derwent) around which the Fury prototype was modified. With the engine fitted amidships so

WV826 belonging to the Malta Aviation Museum seen at its first public appearance, during the September 1999 Malta International Air Show. It had been acquired from the Phoenix Aviation Museum only a few weeks previously and the restoration team performed a small miracle to have it ready in time for the show, considering the condition in which it was when it arrived on the island (R.J. Caruana)



that the pilot's cockpit could be moved as far forward as possible to improve forward visibility (very important for a type that will land on a carrier), Hawker adopted split lateral air intakes similar to those of the Vampire, while the exhaust was carried straight to the tail-end of the fuselage (a very conventional layout later used on the Hunter). The design was submitted to the Air Staff as the P.1035 in November 1944.

Within a few weeks, Hawker presented an amended design in the form of the P.1040. The main difference concerned the way the engine exhaust was now directed through a bifurcated pipe (patented by Hawker) exiting on either side of the fuselage, just aft of the wing trailing edges. This system considerably shortened the exhaust pipe, simplifying design and construction of the rear fuselage. Moreover, space gained behind the engine was utilised to house a considerable volume of fuel. The wings, now devoid of any fuel tanks and related plumbing, could be designed and built to an ideally thin profile. By that time, the design team had departed considerably from the 'Fury' layout, so much so that even the elliptical wing platform was abandoned in preference to a much more conventional design, featuring straight leading and trailing edges, thus making its construction far easier. To clear the exhaust efflux, the tailplane was set higher up the fin, and a tricycle undercarriage was deemed necessary to provide the pilot with an excellent view forward whilst on the

ground. A quartet of Hispano 20mm cannon was chosen as armament, laid out in pairs on either side of the cockpit tub with shell magazines positioned behind the cockpit's rear bulkhead. Although Rolls-Royce exhibited some reservations about the feasibility of the bifurcated jet pipe, Sidney Camm felt that he had sufficient data to proceed with the project, and a new prototype was submitted to Hawker's Experimental Department. As war in Europe came to a close (VE Day), followed a few months later by the end of the war in the Far East (VJ Day), official enthusiasm for new proposals, including Hawker's P.1040, waned both at the Air Ministry and the Admiralty. All services were announcing widespread cancellations of military orders and the RAF seemed satisfied that it could face the post-war period with the introduction of the Hawker Tempest and Gloster Meteor, while the FAA was still awaiting the delivery of its first Sea Furies.

### NAVAL INTEREST

Well known for his tenacity, Sydney Camm could not let the P.1040 project disintegrate. He presented a navalised version to the Admiralty in January 1946, rightly foreseeing the near impossibility of a naval version of the Meteor becoming a reality. The FAA was impressed by the projected long-range capabilities of Hawker's jet fighter together with the improved performance promised by the Nene's (B.41) higher thrust, and issued an Instruction

FGA Mk 6 XE371/184 from No.806 Squadron is ready for start-up, with the pilot being strapped up in the cockpit. Apart from two rocket rails the aircraft is also fitted with a bomb rack (R.J. Caruana Archives)





# AWK



The plaque identifies the aircraft carrier as *HMS Ark Royal* and lists its name-sakes' exploits dating back to the Armada of 1588. Here FGA Mk 4 WV906 is being re-armed. Note the type of underwing rocket rails and unfinned external fuel tank (R.J. Caruana Archives)

to Proceed for three prototypes. Specification N.7/46 was then issued in May covering the first P.1040 (VP401), a second test structure (VP407) and two navalised examples (VP413 and VP422). The specification called for folding wings, catapult spools and four nose-mounted 20mm Hispano cannon, but when VP401 took off for its initial flight on 2nd September 1947 powered by a Rolls-Royce Nene of 4,500lb thrust, it had none of these refinements. Three days after this maiden flight from Boscombe Down the prototype was transferred to Farnborough, and the only major snag encountered during the flight trials was excessive heating of the rear fuselage requiring the redesign of the efflux fairing, from the original square format to a pen-nib shape.

Naval interest was only officially announced to the public when the second prototype (the first to meet fully the N.7/46 specification) took to the air on the 3rd September 1948. Apart from carrying the full nose armament it featured folding wings and catapult spools but, as yet, no arrestor hook. This was fitted some time later, as it proceeded from flight trials to dummy deck landings at Boscombe Down before being flown onto *HMS Illustrious* for real deck trials in April the following year. As a result of these tests,

Hawker were requested to increase the wing span in order to improve low-speed handling during approach to landing on carrier decks. It had also been determined that the arrestor hook was too short, as only six successful landings had been achieved. VP413 returned to *HMS Illustrious* suitably modified in November and performed perfectly for the remaining trials, which included 25 landings. Meanwhile, VP422 had flown for the first time on 17th October 1949, featuring pylons for underwing fuel tanks and attachment points for Rocket-Assisted Take-Off Gear (RATOG); the latter was, however, never given the full blessing of the FAA, notwithstanding extensive testing. The improved Nene 2, providing 5,000lb of

Sea Hawks of various marks (FB Mk 3s, FGA Mk 4s and FGA Mk 6s) can be seen together in this photo taken on *HMS Albion* while steaming towards Suez in the autumn of 1956. The representation of the badge on the nose also varies, some being flanked by a red/white-checked board. The sailors are not engaged in common naval deck-scrubbing but are actually painting the yellow deck centreline (R.J. Caruana Archives)



thrust, replaced the original powerplant and in 1949 VP401 was entered for the National Air Races at Elmdon. Piloted by Neville Duke, it won at a speed of 508mph. Two days later it also carried away the SBAC Trophy at an average speed of 510mph, and was awarded the Geoffrey de Havilland Memorial Trophy for the fastest lap when it clocked 563mph. VP401 was subsequently fitted with an Armstrong-Siddeley Snarler rocket in the tail (P.1072) becoming Britain's first rocket-powered aircraft.

Hawker received the first production order on 22nd November 1949 for the manufacture of 151 naval fighters, which by now carried the official name Sea Hawk. Further modifications were introduced including a pressurised cockpit,

a Martin-Baker ejection seat and several design changes to improve take-off and landing, and to compensate for increase in weight as a result of these final additions.

## KOREAN WAR BOOST

A few years of relative 'peace' were shattered in the early 1950s by the outbreak of a major conflict in Korea. This quickly exposed the error in the immediate post-war thinking of the British aviation industry, which had been reduced to a mere shadow of its former self. Attempts to speed up production of Sea Furies and Sea Hawks proved extremely difficult, and it was only following a change of Government in 1951 that Hawker's jet-powered projects ➤



The same aircraft as seen on board *HMS Eagle* is here seen in an all-black finish during its service days at Hal Far with the Fleet Requirements Unit, which was operated by Airwork Services Ltd. (R.J. Caruana)



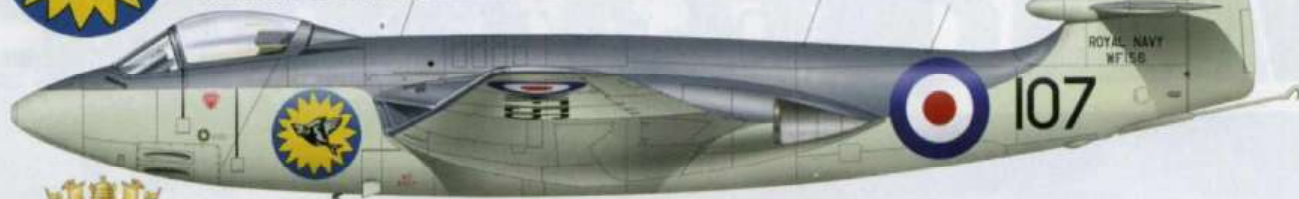
# HISTORICAL FEATURE

COLOUR PROFILES

**Model AIRPLANE**  
INTERNATIONAL  
Original artwork by  
Richard J. Cartana © Mar 2006



Sea Hawk F Mk I, WF156/170, No.898 Naval Air Squadron, 1953. Extra Dark Sea Grey/Sky finish with standard national markings (roundels in six positions; all lettering in black. Unit marking on forward fuselage. Standard representation of serial below wings reads from the front under the port wing, and from behind under the starboard



Sea Hawk F Mk I, WF176/180/ST, No.767 Naval Air Squadron, RNAS Stretton, 1954. Extra Dark Sea Grey/Sky finish with standard national markings; all lettering in black. Unit crest on nose



Sea Hawk F Mk 2, WF254/121, No.807 Naval Air Squadron, Brawdy, 1954. Extra Dark Sea Grey/Sky finish with standard national markings; all lettering in black. Black Panther motif on nose



Sea Hawk FB Mk 3, WM934, 'Red Devils', No.738 Training Squadron, SBAC Dispal, 1957. Scarlet overall with standard national markings; white lettering. 'Royal' below starboard and 'Navy' below port wings in white, reading from trailing edge



Sea Hawk FB Mk 3, WM982/703/FD, No.764 Naval Air Squadron, RNAS Ford. Extra Dark Sea Grey/Sky finish with standard national markings; all lettering in black. Flag emblems on forward fuselage; fin bullet Emerald Green



Sea Hawk FB Mk 3, WM985/161/C, No.811 Naval Air Squadron, HMS Centaur. Extra Dark Sea Grey/Sky finish with standard national markings; black fin and fin bullet with white code 'C'. All lettering in black; Marlin marking on nose in black and white



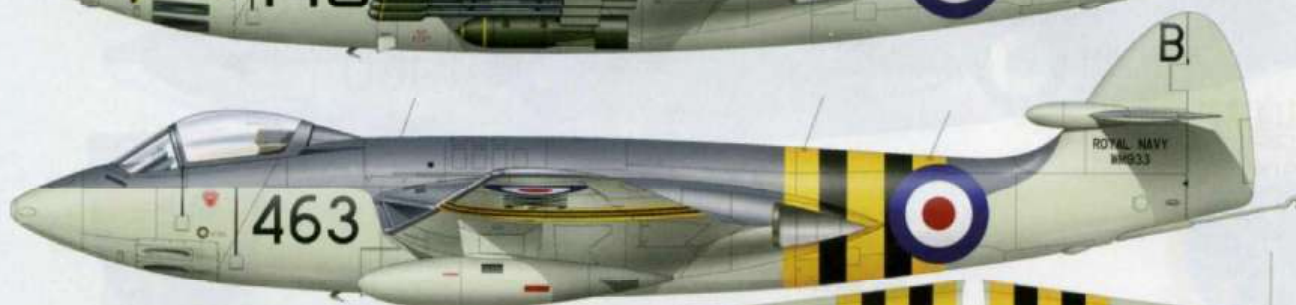
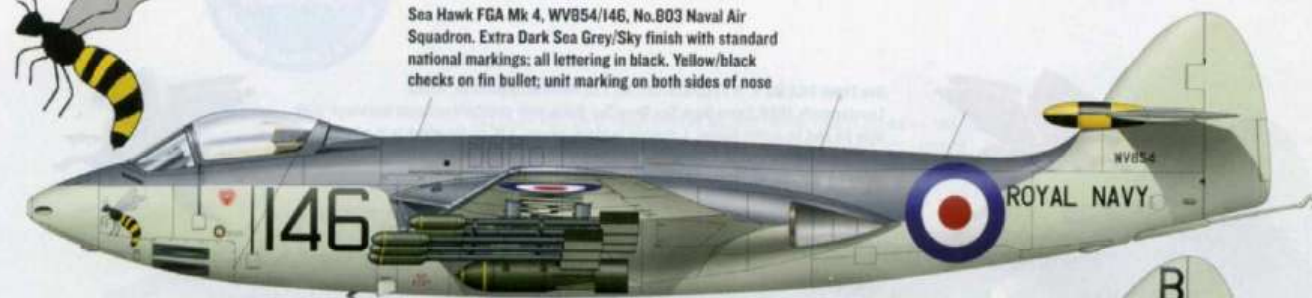
Profiles 1:72 Scale

0 METRES 1 2  
0 FEET 3 6





Sea Hawk FGA Mk 4, WV854/146, No.803 Naval Air Squadron. Extra Dark Sea Grey/Sky finish with standard national markings; all lettering in black. Yellow/black checks on fin bullet; unit marking on both sides of nose



Sea Hawk FB Mk 3, WM933/463/B, No.895 Naval Air Squadron, HMS Bulwark, Suez, 1956. Standard finish and national markings; yellow black stripes around wings and rear fuselage (note thinner black stripes on fuselage than yellow). All lettering in black. This unit's Sea Hawks had been passed over from No.897 NAS, retaining the latter's codes



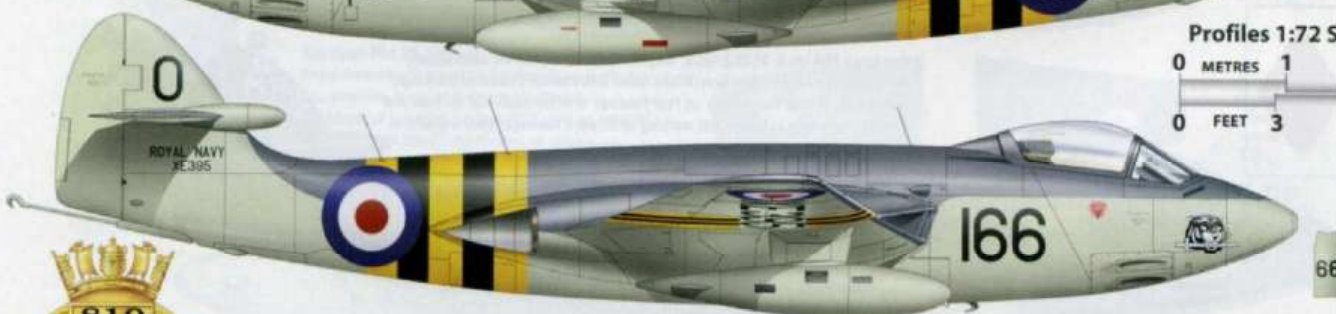
Position of yellow/black identification stripes used during the Suez Campaign. Note how underwing serials were sometimes painted over



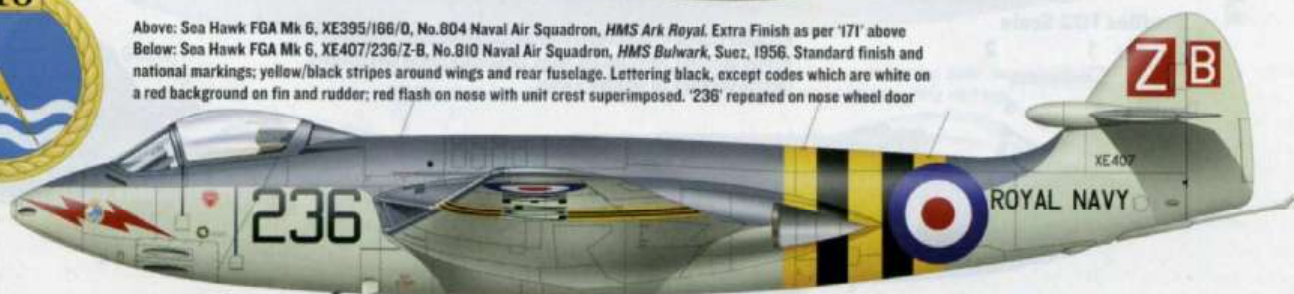
Above: Sea Hawk FB Mk 3, WM995/138/Z, No.820 NAS, HMS Albion, Suez, 1956. Extra Dark Sea Grey/Sky finish with standard national markings; yellow/black stripes around wings and fuselage. All lettering in black; unit crest on both sides of nose  
Below: Sea Hawk FGA Mk 6, XE365/171/B, No.804 Squadron, HMS Bulwark, Suez, 1956. Extra Dark Sea Grey/Sky finish with standard national markings; yellow/black stripes around wings and rear fuselage. All lettering in black; unit marking in black/white on nose



Profiles 1:72 Scale



Above: Sea Hawk FGA Mk 6, XE395/166/D, No.804 Naval Air Squadron, HMS Ark Royal. Extra Finish as per '171' above  
Below: Sea Hawk FGA Mk 6, XE407/236/Z-B, No.810 Naval Air Squadron, HMS Bulwark, Suez, 1956. Standard finish and national markings; yellow/black stripes around wings and rear fuselage. Lettering black, except codes which are white on a red background on fin and rudder; red flash on nose with unit crest superimposed. '236' repeated on nose wheel door







Sea Hawk FGA Mk 4, WV913/636/LM, No. 738 Naval Air Squadron, RNAS Lissiemouth, 1958. Extra Dark Sea Grey/Sky finish with standard national markings; dark blue fin and fin bullet fairing. Lettering in black, except 'LM' on fin which is in white and '636' on nose which is in Extra Dark Sea Grey; winged horse emblem is black on starboard side and red on port. Note unpainted (or white) panels below front fuselage



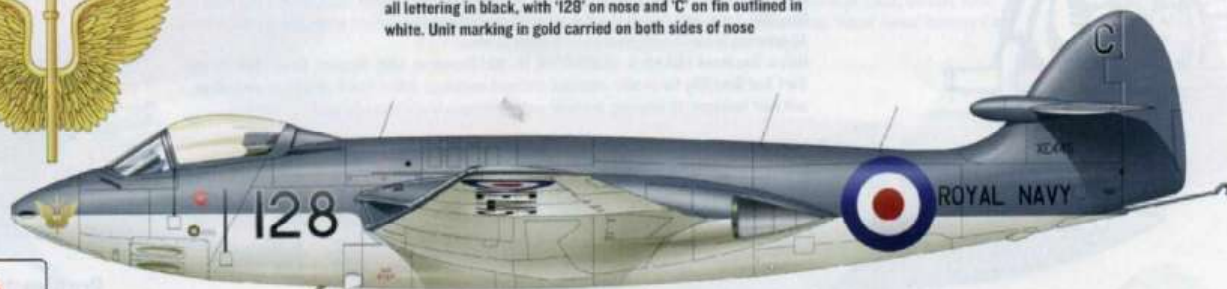
Sea Hawk FGA Mk 6, XE406/107/R, No. 800 Naval Air Squadron, HMS Ark Royal. Extra Dark Sea Grey/Sky finish with standard national markings; all lettering in black. Red/white checks flanking unit crest on nose



Sea Hawk FGA Mk 6, XE447/486/J, No. 897 Naval Air Squadron, HMS Eagle, 1956. Extra Dark Sea Grey/Sky finish with standard national markings; all lettering in black. Tern marking on nose (both sides)



Sea Hawk FGA Mk 6, XE445/128/C, No. 801 Naval Air Squadron, HMS Centaur. Extra Dark Sea Grey/White finish with standard national markings; all lettering in black, with '128' on nose and 'C' on fin outlined in white. Unit marking in gold carried on both sides of nose



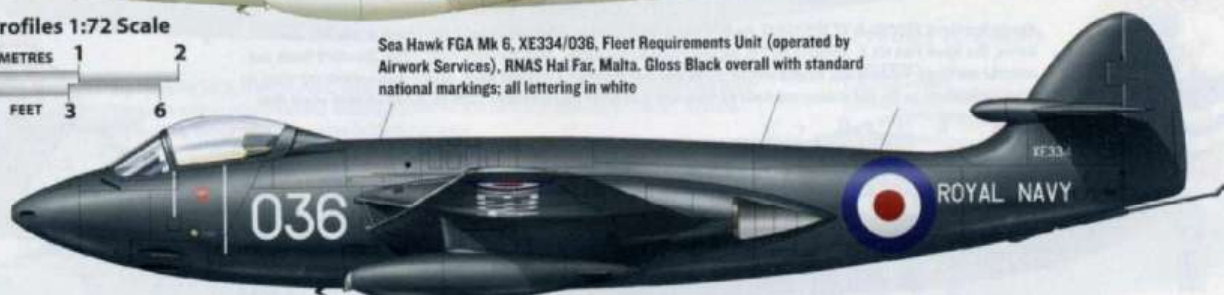
Sea Hawk FGA Mk 6, XE362/181/A, No. 806 Naval Air Squadron, HMS Albion, early 1960. Extra Dark Sea Grey/White finish with standard national markings; serial, code 'A' and 'Royal Navy' on rear fuselage in white. Code '181' on nose and serial below wings in black; unit marking on forward fuselage thinly outlined in black. 'B' in red, outlined in black, on nose wheel door



Profiles 1:72 Scale



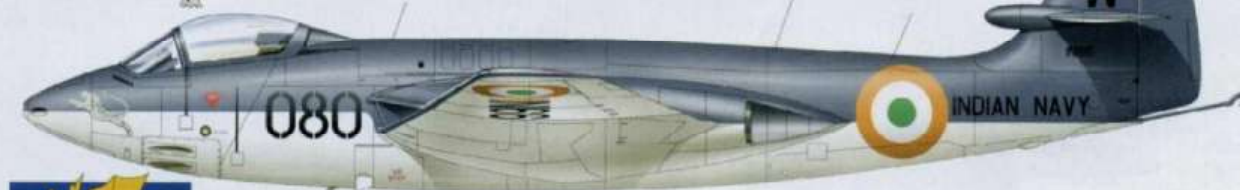
Sea Hawk FGA Mk 6, XE334/036, Fleet Requirements Unit (operated by Airwork Services), RNAS Hal Far, Malta. Gloss Black overall with standard national markings; all lettering in white







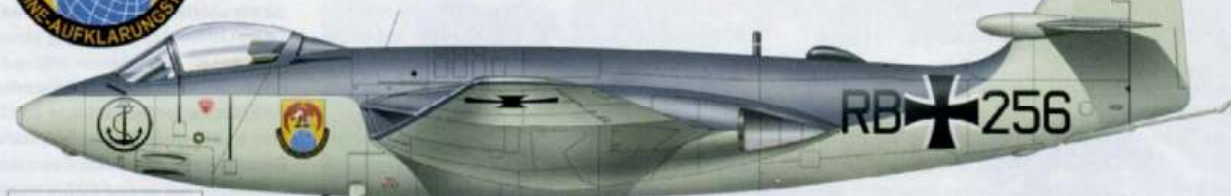
Sea Hawk FGA Mk 6, IN166/080/W, No.300 (White Tigers) Squadron, *INS Vikrant*. Extra Dark Sea Grey/White finish with standard national markings (orange/white/green roundels); all lettering in black. Unit marking on nose



Sea Hawk FGA Mk 100, VB+121, 1./MFG 2, *Marineflieger*, Jagel, 1960. Extra Dark Sea Grey/Sky finish with standard national markings; all lettering in black. Unit badge on top of fin (both sides)



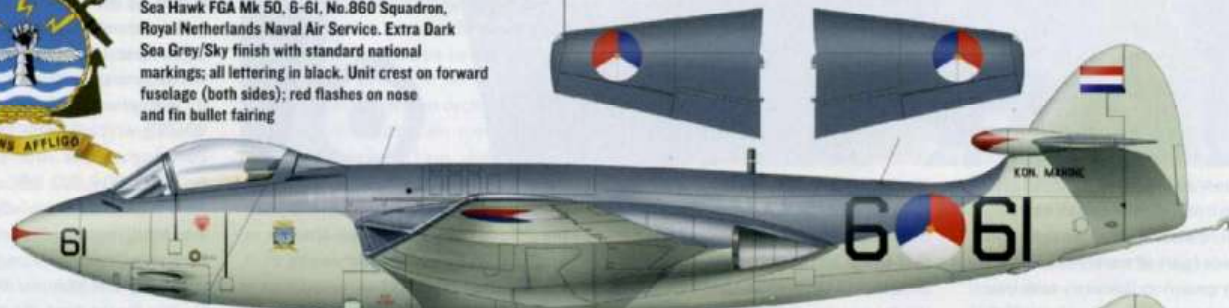
Sea Hawk FGR Mk 101, RB+256, 2./MFG 1, *Marineflieger*, Husum, October 1959. Extra Dark Sea Grey/Sky finish with standard national markings; all lettering in black. Unit badge on forward fuselage (both sides)



Sea Hawk FGR Mk 101, RB+242, 2./MFG 2, *Marineflieger*, Jagel, early 1960s. Extra Dark Sea Grey/Sky finish with standard national markings; all lettering in black. Unit marking on forward fuselage and top of fin (both sides); note 'sharkmouth' painted on inboard underwing fuel tanks



Sea Hawk FGA Mk 50, 8-61, No.860 Squadron, Royal Netherlands Naval Air Service. Extra Dark Sea Grey/Sky finish with standard national markings; all lettering in black. Unit crest on forward fuselage (both sides); red flashes on nose and fin bullet fairing



Profiles 1:72 Scale



Sea Hawk FGA Mk 50, 117/V, No.860 Squadron, Royal Netherlands Naval Air Service. Same finish as above but with revised markings; note red intake lips and jet intake warning markings





# HISTORICAL FEATURE

HAWKER SEA HAWK



What an infernal noise! A formidable line up of Sea Hawks start up their Nenes filling the air with smoke at HMS Falcon – RNAS Hal Far at Malta. A Short Sturgeon can be seen taking off in the background while the aircraft parked at far left is a Wyvern (R.J. Caruana Archives)



FB Mk 3 WF287/140 is one of four Sea Hawks seen in this picture, which have started up their engines on board the flight deck of HMS Eagle. The date must be after 1956 as the previous fin code 'J' has been exchanged for 'E'. Note also the Whirlwind helicopter and Fairey Gannet (R.J. Caruana Archives)

(Sea Hawk and Hunter) received priority. Production, however, had to be transferred elsewhere as Armstrong-Whitworth (part of the Hawker-Siddeley group) at Coventry took over after Hawker had produced only 35 Sea Hawks at their Kingston plant. These initial F Mk 1s (WFI43-161, WFI67-177 & WM901-905) built under Contract SP6/AC/3142/CB.7b were mainly engaged in service trials ranging from further carrier trials (aboard HMS Eagle) to cold weather tests in Canada. WFI47 was to become the F Mk 2 prototype with powered ailerons, while WFI57 was retained and modified to become the FB

Mk 3 equipped with underwing pylons for a total of 1,000lb. Other Sea Hawks from this initial batch went to form the first Naval Air Squadron (No. 806) at Brawdy in March 1953, participating in the Coronation Review at Spithead the following June. In February 1954 the unit embarked on HMS Eagle carrying the famous 'Ace of Diamonds' markings. Nos.804 and 898 Squadron were also formed with the F Mk 1. Some criticism was levelled at the FAA for rushing into procuring the Sea Hawk after the appearance of Hawker's sweptback-wing development, the P.1052. It was rightly argued, however, that waiting for

the realisation of a fully operational version of the P.1052 would have delayed the introduction of the Royal Navy's first true jet fighter into service by a number of years.

The first Armstrong-Whitworth Sea Hawk F Mk 1 (WFI62) made its first flight on 18th December 1952 with the 60th and last of its kind flying by December of the following year. The first production F Mk 2 (WF240) took to the air on 24th February 1954 from Bitteswell, followed by 39 other examples. These Sea Hawks went to equip Nos.802, 806 and 807 Squadrons. With the FB Mk 3, the Sea

Hawk became a true fighter-bomber. WF280 flew for the first time on 13th March 1954, being extensively tested at Bitteswell and Boscombe Down for the carriage of two or four 500lb bombs, twenty 3-inch rockets with 60lb warheads, and 88-gallon drop tanks, mines and napalm in different combinations. With a total production of 116 examples, the Sea Hawk FB Mk 3 became the widest used version. FAA squadrons equipped with it began with No.806 in July 1954 followed by Nos.800, 801, 803, 811, 897 and 898. Shore stations equipped with the FB Mk 3 included No. 700 Squadron at RNAS Ford and the Naval Fighter School at Lossiemouth.

The FGA Mk 4 lost much of its punch, as the added weight of armament was not proportionally compensated by an increase in engine power. Notwithstanding its poor performance, 97 examples were built starting with WV792, which flew for the first time on 26th August 1954. The type served with Nos.803, 804, 810, 897 and 898 Naval Air Squadrons. Thankfully, Rolls-Royce managed, regardless of considerable budget limitations, to upgrade the Nene providing an additional 200lb of thrust. Hoping for the best, the Admiralty ordered all FB Mk 3s and FGA Mk 4s to be re-engined with this improved version. Thus modified, the FB Mk 3 became the FB Mk 5 and the FGA Mk 4 the FGA Mk 6, but only 50 of the former and even fewer of the latter were thus modified. The increase in thrust did not alter the high-end spectrum of the aircraft's performance, but it did give the Sea Hawk a bit more power at the lower





Another scene on board *HMS Eagle* as FGA Mk 6, XE344/476/E of No.898 Squadron is marshalled on the flight deck. This aircraft is fitted with a finned fuel tank and you can also see the catapult track in the foreground (R.J. Caruana Archives)

## "With the Hunters at Cyprus unable to cope due to inadequate range the brunt of ground-attack operations were pressed home by the Sea Hawk"

end, especially on take-off and landing – a saving grace, which improved low level handling considerably. 86 new-build Sea Hawk FGA Mk 6s were ordered and delivery of this batch was completed by January of 1956. By June of that year these had joined Nos.800, 802, 804, 897, 898, and 899 Naval Air Squadrons.

### TROUBLE AT SUEZ

It was during 'Operation Musketeer', the Anglo-French landings of the Suez Crisis in November 1956, that the Sea Hawk's capabilities became fully appreciated. During this short but hectic period of operations Nos.800, 802, 804, 810, 895, 897 and 899 Squadrons of the FAA were embarked on three aircraft carriers – *HMS Bulwark*, *Eagle* and *Albion* – and the Navy's frontline fighter gave a very good account of itself. The RAF's Hunter F Mk 5s at Cyprus were unable to cope with the situation due to their inadequate range, and the brunt of the ground-attack operation was pressed home by Sea Hawks, in many instances facing heavy return fire. The three carriers sailed from Malta on 26th October 1956, taking up station some 50 miles from the Egyptian coast by the end of that month. During that journey, Sea Hawks (and most other aircraft) acquired recognition stripes reminiscent of D-Day. There seems to have been some confusion regarding the specified colours, as British forces were required to apply white and black stripes while yellow and black stripes were reserved for the French. It is still a mystery how eventually most (if not all) RAF and FAA aircraft participating in this campaign adopted the yellow and black bands?

Following the Suez crisis the FAA's use of the Sea Hawk began to wane as the Sea Vixen and Scimitar were waiting on the sideline, thus offering a great step forward in technology for the Navy. These aircraft had twin engines of the much safer axial-flow type, had 30mm Aden cannon, could carry guided missiles and even had nuclear strike capability. However, Hawker's small and elegant fighter did manage one last star appearance when five all-scarlet Sea Hawks of No.738 Naval Training Squadron performed aerobatics at the 1957 SBAC Display. By the following year the type began to be relegated to second-line units, with No.806 Squadron relinquishing their last Sea Hawks on 15th December 1960.

### EXPORT SEA HAWKS

Throughout its service career the Sea Hawk fulfilled all that had been asked of it and was considered as one of the most popular aircraft to see service. Its ease of maintenance on deck or ashore, coupled with a quick turn-around, made it an ideal shipboard type, and once in the air it was very easy to fly. An export drive aimed at Australia and Canada to equip with Sea Hawks did not bear fruit. Maybe in an attempt to push the matter home, ex-FAA Sea Hawks were presented to navies of both countries but the number was so small that they never attained squadron service, even though some Australian Navy Sea Hawks were evaluated on board HMAS Sydney. Efforts to lure the French Navy proved just as futile. With the Sea Hawk production line at Armstrong-Whitworth nearing closure, both the Royal Netherlands Naval Air Service and the West German Marineflieger decided

that the Sea Hawk could fill their naval requirements at a very reasonable price. Although the Coventry plant was in the process of being dismantled, it was reopened to accommodate these orders: 30 for the Netherlands and 64 for Germany. Sea Hawks of the NATO-funded Netherlands order were externally identical to the standard FGA Mk 6s except that they were equipped with Philips UHF radio, whose only external identification feature was a dorsal blade aerial. During 1958 these aircraft were modified to carry Philco Sidewinder IA air-to-air heat-seeking missiles using the inboard wing pylon (replacing the 500lb bomb). Designated FB Mk 50s, these aircraft were eventually retired from service towards the end of 1964. The German order involved greater changes. The FGA Mk 100 (VB+120 to VB+136) was conceived as a fair-weather day fighter-bomber, while the FGR Mk 101 (RB+240 to RB+256, RB+360 to RB+376) was a day fighter with bad weather capability. For this role the latter version was equipped with an Ecco search radar housed in a pod under the starboard wing inner pylon, the external fuel tank being moved to the second pylon usually reserved for bombs or rockets. Both Mk 100 and 101s were modified to use UHF radio and externally were easily recognised from any other Sea Hawks by their taller vertical tails. With these deliveries the Coventry Sea Hawk plant closed in 1959, but not for long!

Towards the end of 1959 India purchased nine Sea Hawk FB Mk 3s from ex-FAA stocks. These were refurbished and converted to FGA Mk 6 standard (IN151-159) and were delivered during the first half of 1960. The Sea Hawk was so popular that a further order for 14

was placed. Armstrong-Whitworth had to reopen their plant for these new-build FGA Mk 6s (IN160-173), with delivery being completed in 1961. The India Navy found in the Sea Hawk an ideal fighter for use from its carrier and decided to procure more examples. It appears that more FGA Mk 6s (IN174-195) were bought at some stage, but their fate is still unclear. To ensure longevity for its Sea Hawk squadrons, India obtained ten Mk 100 and 18 Mk 101s from West Germany in 1966, and some of these saw action during the Indo-Pakistani hostilities in the Bay of Bengal during 1971. By 1980 No.300 'White Tiger' Squadron on INS Vikrant and No. 551 Squadron (which was shore-based) were reduced to no more than two-dozen aircraft. The Sea Hawk continued to fly in India for some years even after the delivery of the Sea Harrier that was supposed to replace it.

Whoever flew the Sea Hawk can testify to its ease of handling, viceless flying qualities and sheer thrill of being in control of a real 'pilot's aeroplane'. It did not afford too much power but the fact that it survived into the 1980s is proof of its worthiness. Luckily a few examples of this aircraft still survive in museums, as a witnesses to the real birth of jet aviation in British naval service. The Malta Aviation Museum acquired WV826 in 1999 and it now has pride of place at the entry to the older building. It brings back memories of the stunning displays over the Island, especially that of 1954 over *HMS Falcon* (RNAS Hal Far), with a mass formation take-off in the company of Sea Furies and Fireflies, producing no fewer than 40 aircraft in the air within minutes. Try to beat that, today! ■



**MODEL INFO****SPEC:** Trumpeter 1:32 Douglas SBD-1/-2**Dauntless KIT NO.:** 02241**MATERIALS:** IM, PE, RB**AVAILABLE FROM:** Pocketbond Ltd (UK

Distribution) and Trumpeter stockists worldwide

**PRICE GUIDE:** £59.99

Probably the small size of these images does not tell the whole story, the SBD is not that big in 1:48, but it is pretty substantial in 1:32!

**BUILT & WRITTEN  
BY JAY LAVERTY  
FROM THE UK**

**SOMEONE'S LISTENING**

Say what you like about Trumpeter, they are listening. Over the last couple of years we have seen a steady improvement in every release and in this kit we see yet another leap forward in their quality. As usual, there is already debate about the representation of the rivet detail on this model, but as the saying goes 'you can't please all of the people all of the time'. Most prefer recessed detail, however there are those who bemoan the rivets represented in this manner claiming they are inappropriate. I must disagree though, as I feel this is a spectacular model.

For me every kit starts with careful study of the instruction sheet to plan the build and see where it conflicts with painting. Clearly Trumpeter have thought this one through, as the interior assembly is laid out in such a manner that there is very little conflict. Several of the components, such as consoles and the radio, need to be a different colour than the basic Interior Green, therefore I decided to remove these from the sprues, clean them up then label them on the rear in order to keep track of where they will go. Here you really see the superior quality of this kit, as all of these parts are superbly detailed.

**YOU WILL NEED...****Before starting:**

- Thick Cyanoacrylate & Accelerator
- Tamiya Extra thin cement
- Tamiya masking tape
- 0.3, 0.4, 0.5 & 0.7mm drill bits & Pin Vice
- No.3 scalpel with Nos.10 & 10A blades
- MasterCasters Sanding Sponges & Miracle Shiner ([www.cammett.co.uk](http://www.cammett.co.uk))
- Lead Wire (Plus Model)
- Bendable Stainless Steel Tubing ([www.cammett.co.uk](http://www.cammett.co.uk))
- Cast-A-Coat (Small Shop EU)
- Johnsons Klear (Future)

**Paints Used:**

Alclad II lacquer:  
Grey Primer  
Aluminium

**Colourcoat enamels:**

ACUS05 WWII USN Light Grey  
ACUS06 WWII USN Blue Grey  
ACUS22 Zinc Chromate Green

**Humbrol enamel:**

33 Matt Black  
34 Matt White  
53 Gunmetal  
100 Red Brown  
110 Natural Wood

**Model Master enamel:**

Chrome Silver  
Olive Drab

**Winsor & Newton Griffin Alkyd****oil paint:**

Raw Umber  
Yellow Ochre  
Paynes Gray

**CMK Stardust****weathering pigments:**

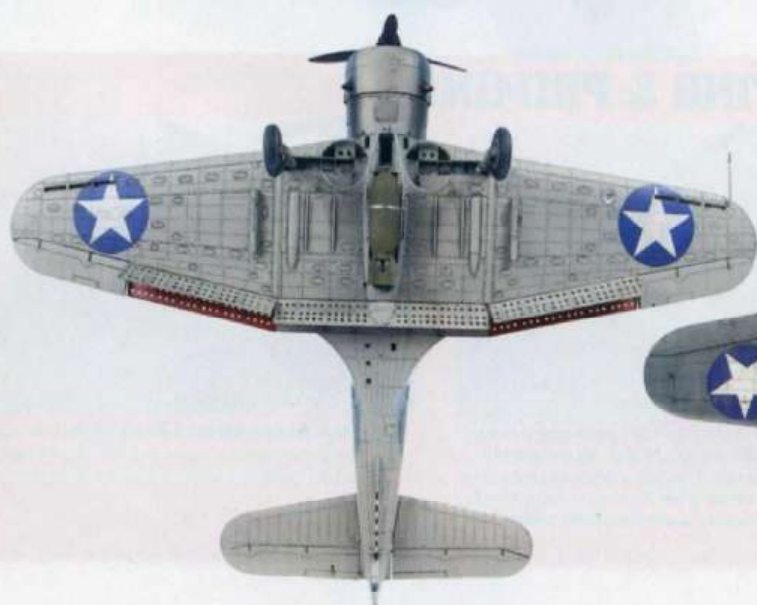
SD01 Dark Rust  
SD02 Light Rust  
SD03 Sandy Dust  
SD05 Dark Earth  
SD07 Light Dust  
SD08 Light Earth



# UNDAUNTED

Boasting the lowest loss ratio of any USN carrier-based aircraft, the Dauntless was a far more important and influential aeroplane than most assume. Spending over three years operating against the Japanese fleet, and playing a lead role in the battles that changed the course of the Pacific War, the SBD (Slow But Deadly) also had the unique honour of being a superior aircraft to the one that was designed to replace it (Helldiver).

Rivets, rivets, rivets!  
For all who bemoaned  
models with raised  
detail, now you can  
start moaning about  
rivets being recessed!





## STEP BY STEP GUIDE - INTERIOR & ENGINE



It may seem obvious to some, but a simple way to keep track of many parts that require painting before assembling is to write the part number on the back.



While it isn't perfectly round, Plus Models' lead wire is a great solution for wiring that will easily fall into place and stay there. It is not a blanket solution for all wiring needs; however it has its distinct advantages in certain situations.



Something Trumpeter has added with the specific intention of catering for the add-on detailer. By drilling out the ends of the ring here, the wiring loom for the engine can be replicated quickly and easily.



Once again it is time for the lead wire to make an appearance and this is one situation where it excels. The malleability of it ensured that once the wiring had been painted, bending the wires into shape around the engine was a simple task.



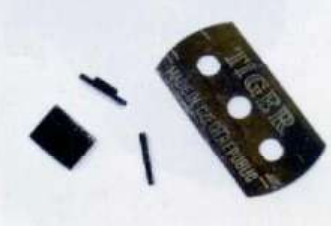
The exhausts were done out of sync with the instructions, and completely assembled right away. Here they have the Alclad II aluminium applied, immediately prior to the Humbrol colours that will give them the appearance of genuine exhausts.



After spraying Alclad II Aluminium to the entire interior surface, the White Ensign Interior Zinc Chromate green is applied, and carefully chipped away in places. A painstaking process to be sure, but well worth the result!



This picture clearly illustrates the most extreme point of the shading process with the highlights and lowlights being clearly visible. What will immediately follow this stage is a blending coat of a very thin base colour.



The map table comes with one option and that is open, which would be fine had you a pilot inside the cockpit, but for some reason I doubt they would have left it open when no one was in the plane, as this would slow down getting in the cockpit...

### ← CLEAR INNOVATIONS

The fit of the parts thus far proved to be excellent, and the only minor problem was the turret, which requires a small amount of superglue to fill a gap at the rear of the ring. Interestingly the instructions call for the flaps in the turret to be painted 'red/brown', which I erroneously assumed to represent Bakelite or something like that. After looking at a couple of references, it became apparent that this colour was incorrect and they should be the same colour as the interior. In fact there are a couple of instances in the instructions that call for an incorrect colour, therefore I recommend keeping some trustworthy references to hand and following them as much as possible. One thing that I never completely understood about Trumpeter kits is their insistence on a clear instrument panel incorporating the dials. Personally I would much rather

have a panel made from grey plastic with openings for the dials that can be filled later with Kristal Klear. Thumbs up for using the acetate film 'sandwich' method, as this is clearly (forgive the pun) one of their more positive innovations.

I was faced with a dilemma on what to do about the dials, however Montex, having done some masks for the

canopy, included the added bonus of masks for the instrument panel! After an hour or so working on the instrument panel, I was ready to move onto painting the cockpit interior as a whole.

### STEP INSIDE

As the pictures and accompanying captions will hopefully illustrate, I applied a base of Alclad II Aluminium, followed by

Interior Zinc Chromate, which was then picked away in places to reveal the 'metal' underneath. This operation hinges on the enamels still being ever so slightly wet (others may do it differently, but I find this works for me) but it does not take long to chip away enough of the interior green from areas that are likely to receive a lot of wear and tear and the effect looks very convincing. Assembly now moves on to various components of the interior sidewalls, along with just about everything aside from the seat, after which I applied gloss varnish. The details can be picked out on the sidewalls, and the gloss varnish does mean that if you



## STEP BY STEP GUIDE - PAINTING & PRIMING



For the most part the kit fits very well, and there are only some minor seams and occasional gaps that require attention. MasterCasters sponge sanders are all that are required to remove the lighter seams, without doing any damage to the surrounding detail.



From my own mistakes I learn the most, and here was no exception. I had not prepared the finish properly for paint and ended up with 'orange peel' after the varnish. It required some sanding and subsequent polishing to repair. Starting with the previously seen orange sponge sander, I worked my way up with the crescent sander...



... followed on by the green side of the 'Miracle Shiner'...



As you can see the layout of the cockpit is rendered very well by Trumpeter, and painting everything is very simple. With the component structure of the interior details, adding a lot of extra detail should you so desire, is not going to be a tremendous undertaking.

**"Interestingly the instructions call for the flaps in the turret to be painted 'red/brown', which I erroneously assumed to represent Bakelite or something like that. After looking at a couple of references, it became apparent that this colour was incorrect and they should be the same colour as the interior"**

Careful test fitting and some sanding back of the locator pins are necessary when putting the fuselage halves together. It creaks, groans and protests mightily, but in the end it will go together and despite what you may have heard, a simple test fit shows that the floor in the rear fuselage makes no difference to the alignment of the fuselage. In or out there is still a slight, and simple-to-fill, gap

Of course I had to add Eduard seat-belts to my cockpit, as I would never have the patience to replicate all of the stitching by hand



... and finally the white side gives us a pretty high sheen to work with. Depending on the effort put into it, at this point the choice is yours whether or not to apply a coat or two more of varnish



Whatever you decide to do next, blowing out the rivets and panel lines with the airbrush on high pressure is a good idea, unless you are happy to run the risk of losing all of the definition of this wonderfully rendered detail



Here is what should have been done in the first place to avoid all of that previous trouble. By buffing the Alclad II grey primer before the paint goes on, the residue is easily removed, and the surface becomes clean and smooth





Close-up of the propeller boss, note the alignment marks on both boss and hub



A look back along the underside, you can see the steady plates for the bomb in line with the arms of the cradle



The carburettor air intake drops down into the airflow underneath the cowl



Close-up of the engine and propeller hub



This shot gives you an idea of the fit of the various panels at the wing fold



The arrestor hook and tailwheel, the latter having a pneumatic tyre



Here you can see inside the cowl gills, with their linkage prominent

**"I applied a base of Alclad II Aluminium, followed by Interior Zinc Chromate, which was then picked away in (others may do it differently, but I find this works for me) but it does not take long to chip away enough of the**

← make any mistakes you can quickly remove the offending 'smudge' without damaging the paint underneath.

With the interior ready to be assembled, I decided to move on to the engine. Included is just about every detail aside from the cooling flap actuator ring, and the whole area just cries out to be open. Being game for that, I decided to add some of the wiring detail around and behind the engine, in an attempt to make it look busy and interesting as opposed to

completely accurate. Once again, in the interests of preventing extreme literary boredom, I hope the pictures and captions will illustrate what I did to this area.

With these two sub-assemblies ready it was time to join the fuselage halves and these fit together rather well, apart from the fact that the floor behind the turret splay them apart slightly, which requires quite a bit of carefully applied pressure to achieve a snug fit.

#### KEEPING UP APPEARANCES

When it comes to the wings, things are equally as good aside from the flaps. I have to confess to being less than impressed at first with the way the flaps are placed on the sprue. It may seem like a small and unimportant issue, but they have long attachment points which are not only slightly unusual, but are just a tad inconvenient. They are not terribly difficult to deal with though, if you use a razor saw. The upside though is that the flaps are completely devoid

of ejector pin marks because these are located on those elongated attachment points, thus allowing this very obvious element of the model to look good with the minimal amount of work. Overall the detail of the wing components is of a very high standard, and when compared to photographs the actuators are just about as good as it gets. As the accompanying pictures will illustrate, the flaps have been painted separately and the entire wing assembled before attaching to the fuselage.

## CLOSE UP - DETAILS



The kit features details in all the places you expect, wheel wells etc., plus a few you don't! Trumpeter have certainly listened



The kit has a lot of potential, but from the box it has just about everything you are going to need... really!



Big red dive brakes, we all know the Dauntless has them and the ones in this new Trumpeter kit are about as good as they get, regardless of the scale



This selection of images shows the SBD-5 (Construction No.3883) Dauntless owned by the Planes of Fame Museum, Chino, California. This aircraft is airworthy.



Overall, inside view of the port oleo. The bays would have been the same colour as the underside, to prevent saltwater damage in these areas



A look inside the cowl, showing the various ignition and oil pipes attached to the engine



The single exhaust outlet on the starboard side



Lower down by the exhaust you can just make out the collector ring behind the cowl



Overall view of the upper surface of the split flap/dive brakes. The interior was painted red to make their operation easily visible to other aircraft



The ignition harness around the engine is prominent here



Here you can see the sighting window in the fuselage underside, the chutes for the cartridge cases and the cradle for the bomb

places to reveal the 'metal' underneath. This operation hinges on the enamels still being ever so slightly wet interior green from areas that are likely to receive a lot of wear and tear and the effect looks very convincing"

#### CASTING CALL

One of my all time favourite 'useful things' has proven to be Cast-A-Coat from the Small Shop. Unassuming, yet infinitely useful, this awesome stuff finds its way into most projects I take on whether they have tracks or wings. So when it comes to adding the non-slip treads on the wing root this is the obvious and logical choice. A ten-minute procedure, it is easy to apply after the wings have been painted, just prior to glossing and weathering.

Managing all of the remaining sub-assemblies is a simple task at this point, although not every component goes together with the precise accuracy the lazy side of me prefers. The engine cowl was one that took some careful and patient work, and after appropriate care was taken assembling it, it actually came up quite well. There were one or two gaps in the model that required small amounts filler but nothing beyond most modellers.

Having said that, there was a last minute fit problem with the tailplanes. They certainly don't lock tightly together, at least in the way I assembled them, and you will need to remove the inner portions where they meet the inside of the fuselage to get a snug fit. This did mean judging the angle by eye, but before Hasegawa invented the locking system I had done it hundreds of times, so it wasn't a disaster!

#### PUT YOUR COAT ON

Having used White Ensign's Colourcoats previously on my armour projects I knew what to expect, and they certainly didn't disappoint here. If you use Xtracolor or have used them before, Colourcoats are of equal quality and being a matt finish the only difference is that they dry quicker. This took some getting used to, as my method of shading hinges on the colours blending, so I had to adjust to working slightly faster.



Not bad hey? Even in 1:32 the finesse of these dive brakes is very impressive



The cowl fit is a bit poor (see text), but nothing you can't deal with and the engine inside it is a little work of art



It is all about getting the 'lines' right with any kit and Trumpeter have certainly got their SBD to look the part, even close-up



## STEP BY STEP GUIDE - WING ROOT



There are several ways to apply Cast-A-Coat, and I choose to use something of a 'slurry'. Starting by adding the 'Sol' to plastic cap...



...then we add some of the actual powder that will become the texture for the surface...



...the two are mixed together using an older brush and then applied to the surface of the model



With the exterior colour on and glossed for protection, I decided to add the walkways on the wing roots. Cast-A-Coat was the weapon of choice for this task, and with the areas surrounding the walk ways safely masked the application could begin



Once this mixture is on, I choose to add a small amount more of the powder, sprinkled directly over the area, in order to enhance the effect

**"Overall the detail of the wing components is of a very high standard, and when compared to photographs the actuators are just about as good as it gets"**

← If you have read any of my previous articles you will be familiar with my method of shading, therefore I will briefly summarise the theory behind it here. The highlights and the lowlights perform an obvious task; however the most crucial and easily overlooked step

is the blending coat. A heavily thinned mixture of the base colour sprayed over the entire surface of the model will restore the original colour whilst maintaining the effects of the high- and lowlights. This is very important when you consider that by adding either black or

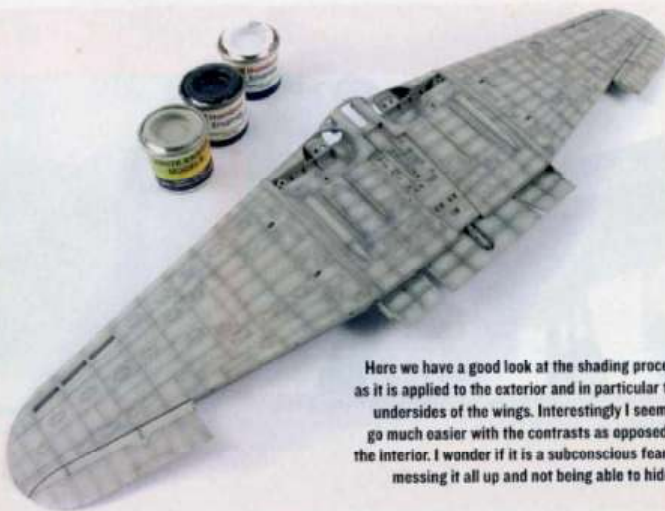
white to the base colour, you drastically change its properties. Getting back to the model, with the quicker drying time of Colourcoat, it is only about two hours before the surface is dry enough to safely apply the gloss varnish. As usual I managed to make a mistake

when applying the varnish and it ended up with a very prominent 'orange peel' effect. Whether this was a matter of temperature or pressure I am not sure, but the problem took a night to fix. By sanding back the surface using MasterCasters' sanding sponges fol-

→ Page 5

## STEP BY STEP GUIDE - WINGS

Painting the flaps was a bit of a challenge, as managing to get shading effects into and around the dozens of small holes was no mean feat. By spraying across the top I managed to keep from lightening the insides of the holes



Here we have a good look at the shading process as it is applied to the exterior and in particular the undersides of the wings. Interestingly I seem to go much easier with the contrasts as opposed to the interior. I wonder if it is a subconscious fear of messing it all up and not being able to hide it



**1:32  
SCALE**

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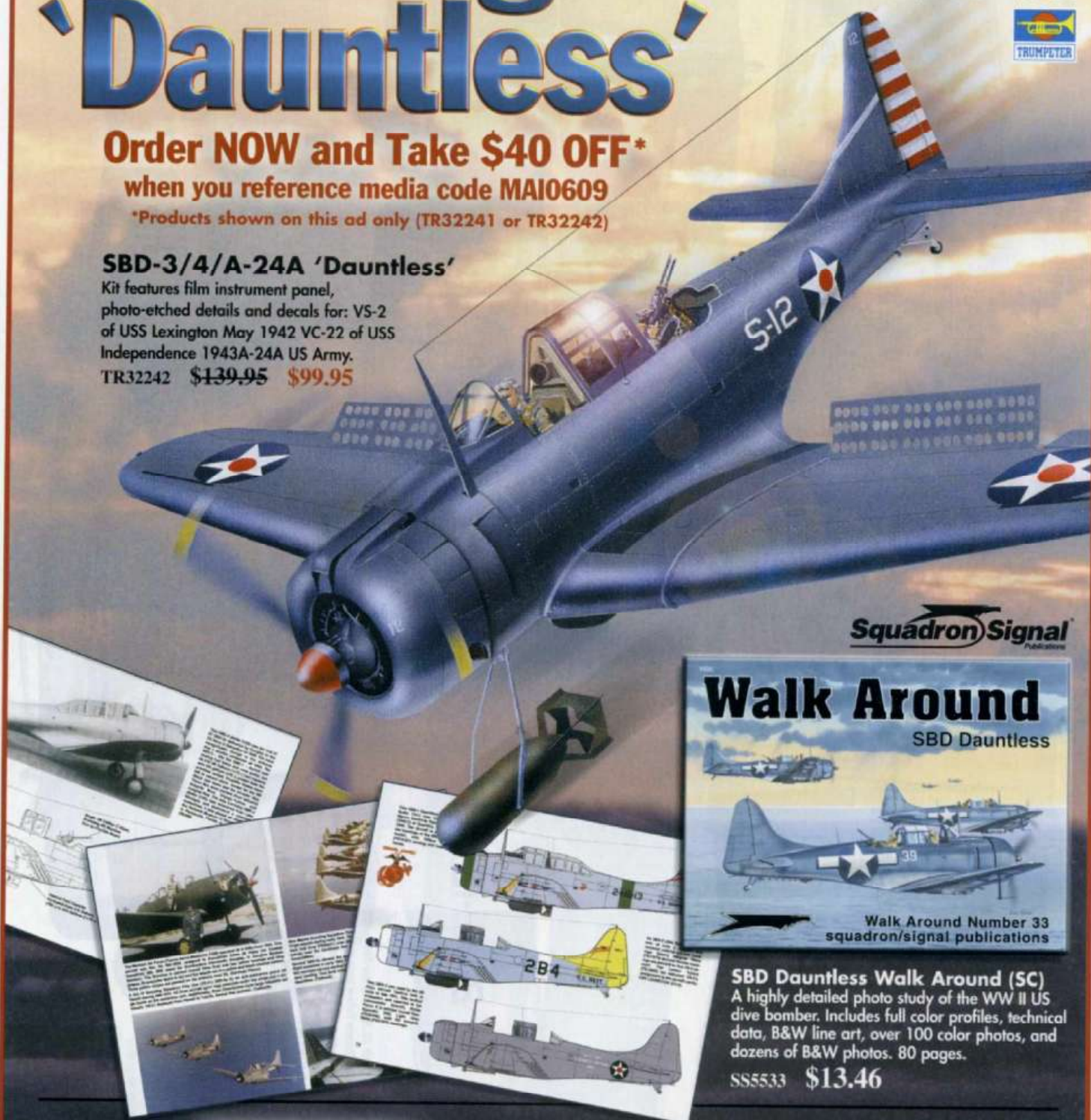
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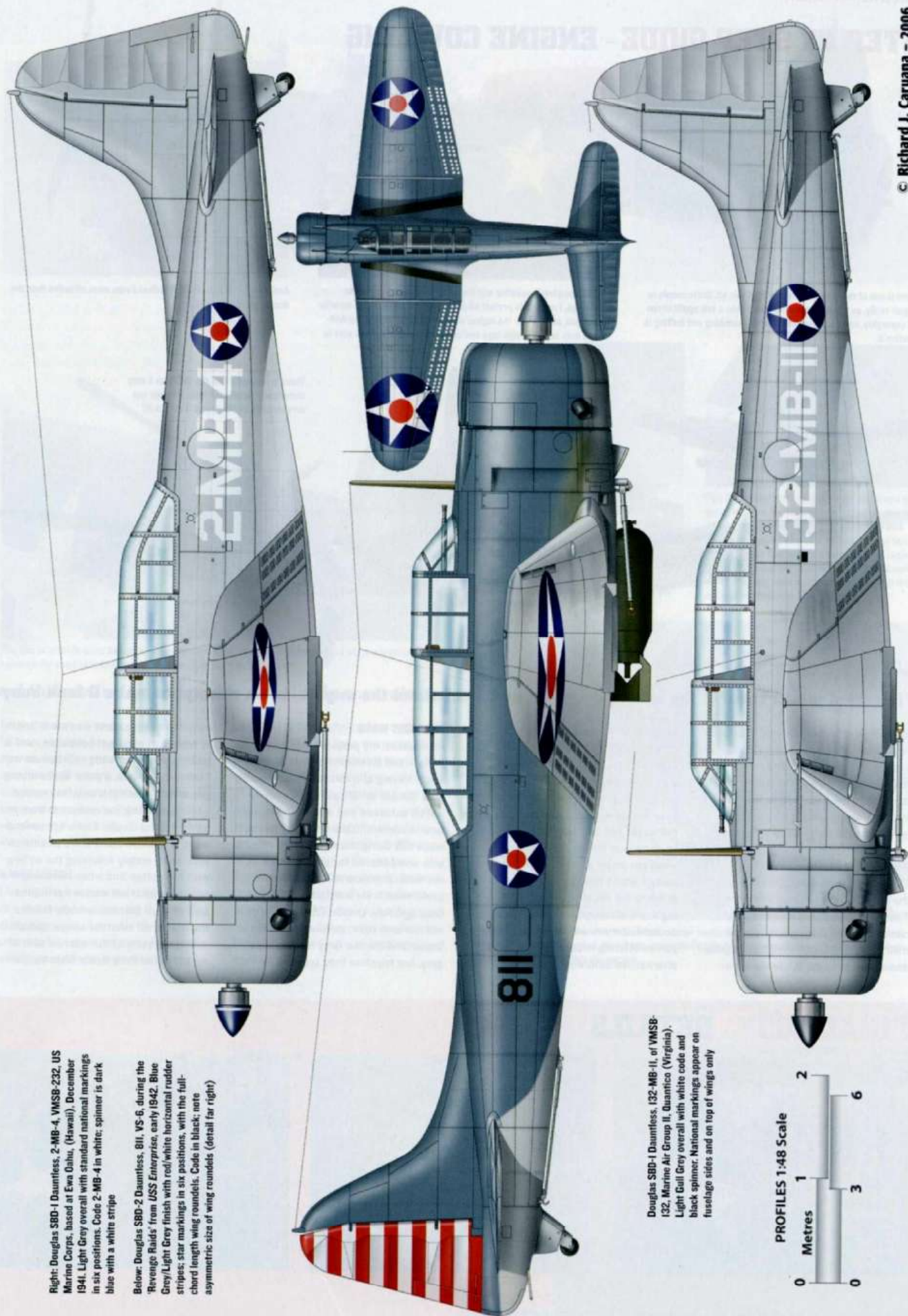
Douglas SBD-1 Dauntless, BuNo. 1603, I-MB-1, flown by the commander of VMB-1, 1st Marine Air Group, Quantico NAS, 1940. Silver overall with Chrome Yellow wing upper surfaces; red bands around cowlings, rear fuselage and chevrons on top of wings. Blue/white/red rudder vertical stripes; star markings on four wing positions. All lettering in black, except 'MB' on band which is in white; black anti-dazzle panel. USMC crest on fuselage sides

Above: Douglas SBD-1 Dauntless, BuNo. 1741, 2-MB-13, flown by the fifth section leader of VMB-2 (MAG-2), US Marine Corps. Silver overall with Chrome Yellow wing upper surfaces; Emerald Green bands around front of cowlings, rear fuselage and chevrons above wings. Star markings in four wing positions; blue/white/red vertical rudder stripes. All lettering in black; USMC crest on fuselage sides. Right: Douglas SBD-1 Dauntless, 1616/I-MB-7, flown by the third section leader, VMB-1, U.S. Marine Corps Air Group II, Quantico. Silver overall with Chrome Yellow wing upper surfaces; Blue bands around front of cowlings, rear fuselage and chevrons above wings. Star markings in four wing positions; blue/white/red vertical bands on rudder. All lettering in black

PROFILES 1:48 Scale







Douglas SBD-1 Dauntless, 132-MB-II, of VMSB-132, Marine Air Group II, Quantico (Virginia), Light Gull overall with white code and black spinner. National markings appear on fuselage sides and on top of wings only

PROFILES 1:48 Scale





## STEP BY STEP GUIDE - ENGINE COWLING



Here is one of the only flaws in the fit of this kit. Quite simple to repair really, as it requires nothing more than a few applications of superglue, and a subsequent sanding, polishing and buffing to restore it



After completely painting and installing the engine within the fuselage, I needed to protect all of that hard work from the exterior paint job, so this was the logical answer (at least to me). By drilling a hole in the Tamiya tape and cutting a circle in it I was able to make an impromptu mask



And here is the end result. A million times more effective than the decals provided in the kit



There is no doubt that the SBD was a very historically significant type, it is just not very visually exciting, well it isn't it?

**"I decided to add some of the wiring detail around and behind the engine, in an attempt to make it look busy"**

Followed by the 'Miracle Shiner' I managed to get the surface ready for a carefully applied final coat of gloss. Leaving this to dry overnight I was thankfully able to move on to the decaling and weathering stages of the project, which also happens to be the part I enjoy the most.

### DODGY DECALS

The kit decals are...err...decals and the less said about them the better. Trumpeter impressed me with their choice of using Cartograph to print their decals, however things have gone downhill ever since. While the norm

for these kits have been pretty decent decals, those in this kit are pretty bad. Granted, they do indeed settle down onto the model well enough, but they are very fragile and would prove to be a nightmare when it came to removing the wash. The film covering the decals must be very thin or very poor as the wash got under and around them right away. I would therefore recommend glossing the decals down after applying them, although of course I have no doubt that there will be plenty of companies offering excellent aftermarket alternatives before too long.

### THE RIGHT WASH

As usual on my projects, out came the Winsor and Newton oil paints and white spirit. Mixing at a ratio of approximately 85% thinner to 15% paint, a viscosity will be achieved that will allow the mixture to settle into the lines and rivets, while still being thick enough to require only one pass. As far as the colour of the wash is concerned, my personal preference is for a mixture of Paynes Gray and Raw Umber. Either on its own will not look right, as Raw Umber is too grey and Paynes Gray is...well...too grey, but together they create a perfect

mix. Removing excess mixture is another source of constant education, and a tediously uninteresting exercise as well. There is, however, a point in the drying process at which it is easy to remove while not pulling the remnants from the trenches and divots. There are several ways to achieve some more effects as well, as by simply following the airflow with the cotton bud when removing the excess wash it will create the impression of wear that realistically follows the flow of air over the wings. Satisfied with the results of the wash, a coat of my preferred Polly Scale Matt Varnish

## FINAL LOOK - DETAILS



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





The gun is actually quite decent as far as kit representations go, however etched parts will greatly enhance the general appearance of both the gun and the turret itself

### and interesting as opposed to completely accurate"

(with thanks to Sheldon of NorthStar/Military Hobbies for supplying this) was applied. I've tried just about every possible matt varnish option there is out there and if you ask me nothing can come close to this rock solid acrylic wonder stuff, but sadly it is not readily available in the UK.

#### A NICE EFFECT

Leaving the matt varnish overnight to dry, the model is ready for the weathering pigments. Recently I have concentrated on creating more of an overall impression with my weathering as

opposed to highlighting each individual effect, and I feel I have managed some degree of success with this model. I used most of the normal repertoire of CMK's Stardust weathering pigments on this one, but as you can see, they have all gone together superbly, creating a nice overall effect. After experimenting with different types of brushes to apply the pigments I found that a good stiff, small- to medium-width flat brush is the most effective for blending and removing any excess. Pleased with the results, that's it, job done! ■



The exhausts were completed with the CMK Stardust pigments, and as you can see here they come up very nicely and give the area a very convincing feel. By looking closely you will also see the heavily thinned Paynes Gray "oil leaks"



One of the final details added to the model was the aerial wire, for fear of knocking it about during the weathering process. By twisting some fuse wire around the trusty .4mm drill bit I made some coil, and with some fast setting superglue, fixed some Lycra thread inside of it at both ends. Occasionally nerve wracking and sometimes annoying, it is the most effective means at my disposal



As you can see by this late look in the cockpit, a close inspection will reveal any extra detail committed to the model, and be rewarded. As will the application of the Eduard belts as I feel the stitching is what makes the difference in this photography

#### 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)  
SBD Dauntless Units of WW2 by B. Tillman, Combat Aircraft No.10 (Osprey 1999)  
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)

## FINAL VERDICT

I feel that Trumpeter's kits are becoming better and better and this kit is no exception. While I personally feel that £59.99 is a tad excessive for a 1:32 Dauntless, especially considering the £29.99 price tag of their Me 262, this is a very good model kit. It will please just about every skill level and when it comes to fit, detail and speed of build it is excellent. Dimensionally it is also a very sound product, and love or loath those rivets they look to be in pretty much all the right places which at the end of the day means that this model looks, tastes and smells like an SBD Dauntless. What more could we ask for?



## new releases - kits

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

**Eurofighter Typhoon Single-seater****Scale 1:48 / Revell, Germany / Materials: IM / Kit No.: 04568 / Availability: Revell AG [UK Branch] (UK Distribution) and Revell stockists worldwide /****Price Guide: £14.99**

**+** This is a brand-new tooling from Revell, nothing to do with the old Italeri examples. So having got that cleared up we can tell you just how great this model is! Made up of 219 grey-coloured and 9 clear parts, this is a pretty comprehensive package, especially when you consider two entire sprues are just armament (updated Tornado GR.4A or Harrier GR.9 anyone!) The Martin-Baker Mk 16 seat is made up of eight parts and is extremely well detailed, all you need do is scrape off the moulded belts and replace them with photo-etched. The cockpit tub has excellent moulded side console detail, as does the instrument panel, so there is really no need for an aftermarket update here. 30 grams will be needed in the nose to keep this one on its undercarriage, but the bulk of assembly will be done pretty quickly. The canopy has the correct double-bubble, so there is a prominent mould line down the middle but this can be overcome with a bit of work with Micro-mesh. The refuelling probe and air brake can be positioned open or closed, and the upper decking insert and hole behind the cockpit show that the two-seater is obviously on the cards as well. Those two sprues of stores offer 1,000lb drop tanks, Iris-T, Meteor, Taurus, Storm Shadow, AIM-9L Sidewinder, AIM-120B and AIM-132 ASRAAM missiles plus GBU-24B Paveway laser-guided bombs and the German reconnaissance pod! Decals are included for seven machines: Nos.3, 17(Reserve) and 29(Reserve) Squadrons, RAF; Jagdgeschwader 73, German Air Force; the proposed scheme for the Austrian Air Force; No.4° Stormo, 9° Gruppo, Italian Air Force; Grupo II, 113 Escuadrón, Spanish Air Force. The accompanying decal sheet is big, covered in hundred of stencils, etc, and is printed by Cartograf in Italy, so you know it is going to be good.

**Verdict:** A real stunner, so much detail, so many stores and so many colour options to choose from, and just £15! Just how good it is can be shown by the fact that we went out and bought ones ourselves just as soon as we had seen the contents of the review sample! Get one, get as many as you need to build all the options, as this is going to look really impressive once built, and Revell are to be congratulated in having waited until the Typhoon became operation before releasing a kit, as they now have the only accurate kit of it around. Our thanks to Revell AG (UK Branch) for the review sample.

**Dimensions**

Span - 35ft 11in (10.95m)  
Length - 52ft 5in (15.96m)  
Height - 17ft 4in (5.28m)

**Dimensions - 1:48**

Span - 228mm  
Length - 332.5mm  
Height - 110mm

**References**

Aeronautica, June 1993  
Air International September  
1988 & January 1993  
EAP - Aeroguide Special  
No.3 (Linewrights, 1990)  
Flight (16/06/99)

**Avro Anson Mk I (Early Model)**

**Scale 1:48 / Classic Airframes, USA / Materials: IM, R, PE / Kit No.: 4120 / Availability: Hannants (UK Distribution) and Classic Airframes stockists worldwide / Price Guide: £37.50**

**+** Here at last is the new Anson and it is typical of their previous releases with a combination of 'Czech' limited-run plastic parts with some excellent injected clear components, most of the detail supplied in resin and with 'flat' items like seat belts, instrument panel and control linkage all in photo-etched. The fuselage surface detail is good, quite restrained and effective, the 'squares' on the wings though...ummm! Not at all sure of that as it looks really odd? Framework inside the cockpit is all supplied in resin, as are the sidewalls, machine-gun and most other interior equipment. Some parts are supplied in both plastic and resin, the latter nearly always looking better though, and for those worried about all that glazing, Classic have opted to do the entire upper decking in clear plastic, which should remove any problems that may have occurred in that area by the use of separate glazings. The turret is split horizontally, which is about the only way it could be approached, and there are two styles of nose cone included on the clear sprue that cleverly allow the lower glazed panel and the landing light to be created with little fuss. Decals are included for three options, a pre-war overall aluminium machine from No.269 Sqn (K6321), and two war-time camouflaged (Dark Earth & Dark Green over aluminium) machines from Nos.233 (K6298) and 206 (K8754) Sqns.

**Verdict:** Classic kits are intended for experienced modellers only, and they are not 'shake and bake' kits. You have to work hard to get things to fit and there will be potential to add detail as well as improve what is in the kit. That is what modelling is all about, so do not be surprised by it, but do be aware that you will have to invest considerable time and effort in this kit in comparison with a mainstream example. Other than that word of warning, it is good to have an 'Annie' at last in this scale, and it can be recommended to all experienced modellers. Our thanks to Hannants for supplying the review sample.

**Dimensions**

Span - 56ft 5in (17.20m)  
Length - 42ft 3in (12.38m)  
Height - 13ft 1in (3.99m)

**Dimensions - 1:48**

Span - 358.33mm  
Length - 257.9mm  
Height - 83mm

**References**

Airfix Magazine Vol 3 No 2  
Les Avions Britanniques aux Couleurs Françaises by J-J Petit (Avia Editions 2003 ISBN: 2-915030-04-9)



**Ilyushin Il-86**

**Scale** 1:144 / **Zvezda, Russia** / **Materials:** IM / **Kit No.:** 7001 / **Availability:** The Hobby Company Ltd (UK Distribution) and Zvezda stockists worldwide / **Price Guide:** £12.99

**+** This is a brand-new tooling from Zvezda and looking in the box it is very impressive. It comprises eighty-three medium grey-colour and nine clear plastic components. Surface detail is nicely recessed and there is even some raised detail in the wheel wells. The inserts for the front and back of the engines are a little disappointing though, as the raised detail on each does not look very effective, even in this scale. The wheels and undercarriage are very nice though, with multi-part construction for the oleos. Decals are included for a single machine operated by Aeroflot (#RA-86065, which is strangely not the one depicted on the box top?) and although the type was mainly used by this and other Russian airlines, it was also used by Xinjiang Airlines of China, so alternative schemes may be a possibility? The kit option is white over Gull Grey and colours are referenced to the Model Master paint range in the instructions.

**Verdict:** This is a very nice model from Zvezda, with excellent levels of detail and finesse in the moulding that is quite unusual in models of this scale. I don't think the construction will pose a problem for anyone and it can be highly recommended to all airliner modellers. Our thanks to Zvezda for the review sample.

**Dimensions**

Span - 48.06m (157ft 8in)  
Length - 59.54m (195ft 4in)  
Height - 15.81m (51ft 10in)

**Dimensions - 1:144**

Span - 333.8mm  
Length - 413.5mm  
Height - 109.8mm

**References**

OKB Ilyushin by Y. Gordon and D & S. Komissarov (Midland Publishing)  
Russian Airliners and their Aircraft by D. Komissarov & Y. Gordon (Midland Publishing)

**Mitsubishi A6M2b Model 21**

**Scale** 1:32 / **Tamiya, Japan** / **Materials:** IM, PE, WM / **Kit No.:** 60317 / **Availability:** The Hobby Company Ltd (UK Distribution) and Tamiya stockists worldwide / **Price Guide:** £74.99

**+** Tamiya produced their first Zero in this scale (A6M5 #60309) in late 2001. The Model 21 was a modification of the Model II so that after the 65th airframe off the assembly line it was modified with an arrestor hook and 50cm of the tip folded to allow it to fit on IJN aircraft carrier lifts. From the 192nd airframe the aileron tab balance was linked to the landing gear retraction mechanism to reduce stick forces. This new version has been retooled by about 50% over the A6M5, with modified wings with lower cannon port inserts and separate wing tips, and there is a revised fuselage with the dorsal spine and leading edge of the vertical fin now as separate parts. The cowling is new, as is the propeller, two styles of spinner, a revised cockpit floor and various internal details and new control surfaces. Some of the parts have been relocated within the revised sprues, but they are not changed from the previous version (e.g. rudder and vertical fin). As with the A6M5 this one retains the metal and plastic working undercarriage, the photo-etched parts (although there are also revisions here), figure and display stand. Most telling of all is the manner in which some revisions have been undertaken as 'inserts', surely an indication that other versions are now planned as well (A6M2-N and A6M3 seem likely candidates?). There are eight colour options, all in the same IJN Grey/Green overall scheme and they are: Lt. Saburo Shindo, Air Superiority Command, 2nd Strike Unit off the carrier Akagi; Unknown pilot off the carrier Akagi; NAPI/C Akira Yamamoto, Air Superiority Command, 2nd Strike Unit off the carrier Kaga; Lt Fusata Iida, Air Superiority Command, 2nd Strike Unit off the carrier Soryu; NAPI/C Tsuguo Matsuyama, Air Superiority Command, 2nd Strike Unit off the carrier Hiryu; Unknown pilot off the carrier Shokaku; Lt Masao Sata, Air Superiority Command, 2nd Strike Unit off the carrier Zuikaku. All of these machines were used during the attack on Pearl Harbor on the 8th December 1941. Masks are included for the canopy although these have to be cut out, printed-paper seat belts are also included and, like the 1:32 F-16, once built the box can be modified to safely store your completed model.

**Verdict:** Wow, the A6M5 was excellent, but Tamiya seem to have upped the ante here and really shown everyone a clean pair of heels! The quality of their moulding cannot be faulted, neither can the presentation, and this is a kit that is just crying out to be built. Tamiya has still got what it takes to wow us, and this new Zero certainly has. The UK price is on the high side, but this is a kit that we can recommend because of the quality and that fact that even with the use of 'inserts' you know they will fit, as this is a Tamiya product! Our thanks to The Hobby Company Ltd for supplying the review sample.

**Dimensions**

Span - 39ft 4 7/16in (12m)  
Length - 29ft 8 11/16in (9.06m)  
Height - 10ft 1 1/16in (3.05m)

**Dimensions - 1:32**

Span - 375mm  
Length - 283.1mm  
Height - 95.3mm

**References - Our pick of the bunch!**

Mitsubishi A6M Zero, Aero Detail No.7 (Dai Nippon Kaiga Co.)  
Mitsubishi A6M2, Maru Mechanic No.3  
Mitsubishi Carrier Fighter Model II/21, Famous Aircraft of the World No.5 & 55 (Bunrin Do)  
Mitsubishi A6M-1/2/2N Zero-Sen of the Japanese Naval Air Service by R.M. Bueschel (Schiffer ISBN: 0-88740-754-4)  
Mitsubishi A6M2 Zero-Sen by R.J. Francillon, Profile No.129 (Profile Publications 1966)  
Zero fighter technical illustrations by H. Shobo (N/K 2003)





## new releases - kits

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

**Albatros D.III (Oeffag)**

**Scale** 1:32 / **Battleaxe, France** / **Materials:** IM, R, PE / **Kit No.:** BA3205 /

**Availability:** Hannants (UK Distribution) and Battleaxe stockists worldwide / **Price Guide:** £TBA

- Revised tooling based on previous D.III (See Issue 8)
- Depicts the Oeffag-built version so some of the main parts are new. These include a revised fuselage with 'rounded' nose, the wings and numerous smaller parts.

- Comprises seventy-three injected plastic components along with eighteen resin and eighty-seven photo-etched.
- There are two colour options, S/No.153.52 flown by Hptm Brumowski in February 1918 and S/No.153/199 of Flk 10 in March 1918. The former is red overall while the latter seems to be a dense mottle of dark green over the varnished wood and doped linen.

**Verdict:** This is a kit for the experienced only, but with care and attention it certainly makes up into a very impressive model, as 1:32 seems to suit WWI aircraft. The instructions are a bit brief with nothing on the painting and marking, but then again this is a kit for the very experienced so maybe that is understandable. Our thanks to Battleaxe for supplying the review sample.

**Dimensions**

Span - Upper 9.05m, Lower 8.81m  
Length - 7.33m

**Dimensions - 1:32**

Span - 282.8mm  
Length - 229mm

**References**

Albatros D.II & D.III Oeffag by Dr Mgr P. A. Tesar (JaPo 1998)

Albatros D.III by P.M. Grosz, Windsock Datafile Special (Albatros Productions 2003 ISBN: 1-902207-62-9)

Albatros D.III (OEF) by P.M. Grosz, Windsock Datafile 19 (Albatros Productions 1990, 1995 & 2000 ISBN: 0-948414-23-5)

Albatros Fighters, Windsock Datafile Special (Albatros Productions 1991 & 1998 ISBN: 0-948414-35-9)

Die Albatros (Oeffag) Jagdflugzeug de kuk Luftfahrtruppen by P. Schiemer (H. Weishaupt Verlag 1984)

**Supermarine Type 300 Spitfire Prototype**

**Scale** 1:72 / **CMR, Czech Republic** / **Materials:** R / **Kit No.:** 170

**Availability:** Hannants (UK Distribution) and CMR stockists worldwide / **Price Guide:** £23.80

- New tooling
  - Kit comprises 24 resin and 2 vac-formed clear plastic components
  - Decals for the prototype are included, although these include optional underwing serials if you choose to depict the model later on in its career. Much debate has taken place over the colour applied to the Type 300, but this kit depicts it on the 5th March 1936, when it was in polished aluminium, zinc chromate primer and aluminium dope.
- Verdict:** CMR really offer the best Spitfire kits in this scale and adding the Type 300 to their range is very welcome. It is a real stunner, beautifully cast with excellent detail. It is most highly recommended to all, and our thanks to CMR for the review sample.

**Dimensions**

Span - 36ft 10in (11.23m)  
Length - 29ft 11in (9.12m)  
Height - 11ft 5in (3.48m)

**Dimensions - 1:72**

Span - 155.8mm  
Length - 126.7mm  
Height - 48.3mm

**References - Our pick of the bunch!**

Aerodata International No. 2 'Spitfire I & II' (Vintage Aviation Publications, 1977)

Profile No.46 'Spitfire Mk I/II' (Profile Publications)

Spitfire by S. Wilson (Aerospace Publishing Pty Ltd 1999)

Spitfire: A Documentary History by A. Price (McDonald & Jane's 1977)

Spitfire - The History by E.B. Morgan & E. Shacklady (Key Publishing 1987)

Spitfire - The Story of a Famous Fighter by B. Robertson (Harleyford Publications)

Wings of Fame Volume 9 (Aerospace Publishing Ltd 1997)

**Arado Ar 65**

**Scale** 1:72 / **RS Models, Czech Republic** / **Materials:** IM, R, PE

**Kit No.:** 9217 & 9218 / **Availability:** Hannants (UK Distribution) and RS Model stockists worldwide / **Price Guide:** £11.60 ea

- New tooling offered in Luftwaffe and Bulgarian (#9217) or Luftwaffe (#9218) guises, the latter differing by the inclusion of fuel tanks under the upper, inboard wing sections.
- Kit comprises 25 tan-coloured plastic, 3 resin (#9217 only has 1) and 15 photo-etched components.
- Decals for two machines each: #9217, 'Black 12' of the Bulgarian Air Force based at Bozuriste in 1938 and a Luftwaffe machine (EM+NE) of Luftkriegsschule 3, based at Borgheide in 1941; #9218m D-IROV of DVS Fliegerschule Schleißheim in 1935 and IE+UK of Erg. GR(S)I, LLG I on the Eastern Front in 1942-43. The first two are RLM 02 overall, while D-IROV is RLM 63 overall with an RLM 24 upper decking and IE+UK is RLM 02 overall with a winter distemper on the upper surfaces and theatre bands around the rear fuselage and under each wing tip.

**Verdict:** This is probably the first injected kit of the Ar 65 in this scale, so if you are a Luftwaffe fan either kit is certainly well worth adding to your collection. Our thanks to RS Models for supplying the review samples.

**Dimensions**

Span - 36ft 9in (11.20m)  
Length - 27ft 6 3/4in (8.40m)

**Dimensions - 1:72**

Span - 155.6mm  
Length - 118.7mm

**References**

Arado: History of an Aircraft Company by J.A. Kranzhoff (Schiffer ISBN: 0-7643-0293-0)

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

**He 162 Mistel**

**Scale** 1:48 / **Dragon, Hong Kong** / **Materials:** IM, PE / **Kit No.:** 5546

**Availability:** The Hobby Company Ltd (UK Distribution) and Dragon stockists worldwide / **Price Guide:** £TBA

- Combination of He 162 (ex-Trimaster) from the late 1980s and the Me 262 Mistel and trolley from last year.
- The He 162 comes this time with the complete engine and the metal piano hinges for the cowlings, as Trimaster originally issued this with and without the engine but we don't recall the hinges in Dragon's reissue in the 90s? The Me 262 was revised by adding a new 'blank' fuselage (although the sprue still contains the single-seat fuselage parts) and all the associated supports of the Mistel plus the four-wheel trolley
- Kit comprises 4 clear and 148 grey-coloured plastic plus 20 photo-etched components.
- Decals are included for two Mistels, both spurious, depicting an unpainted machine from Leck and a camouflaged example (depicted on the box art) from Trebbin during 1945, and three He 162 schemes. These include an unpainted machine at the Junkers factory at Bernburg in 1945, 'Red 2' as seen on display at RAF Chivenor in 1971 and W/Nr.120097, a captured machine as displayed at RAE Farnborough in 1945.
- Accessories produced for the He 162 include Aires #4212 Cockpit Set; Eduard #48229 Detail Set; Squadron #9558 Canopy; True Details #48078 Wheels.

**Verdict:** Luftwaffe fans are going to love this one, as it will look so radical once built, and Dragon have to be congratulated in getting so much out of their He 162 & Me 262 moulds; we also love the inclusion of the post-war decal options for the He 162. I wonder if they will ever consider doing a 1:48 version of their 1:72 Mistel 5 with He 162 & Arado E.377a? Our thanks to Dragon Models Ltd for supplying the review sample.

**Dimensions**

Span - 40ft 11 1/2in  
(12.51m) [Me 262 only]  
Length - 34ft 9 1/2in  
(10.60m) [Me 262 only]

**Dimensions - 1:48**

Span - 260.6mm  
Length - 220.8mm

**References**

Mistel - German Composite Aircraft & Operations 1942-1945 by R. Forsyth (Classic Publications 2001)







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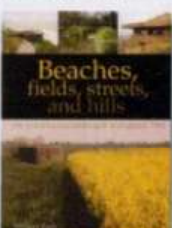
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SB 112pp £11.99



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R Lopez Aircraft monograph covering the Bristol Bulldog in Spain. Spanish text with English photo captions.  
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SB 132pp £17.5



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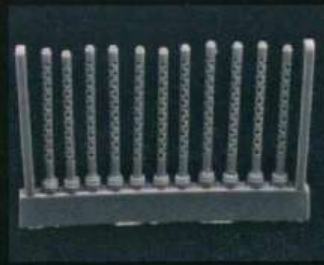
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# new releases - accessories

Quite a selection of new products this month, so let's get on with reviewing them...

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



## 1:72 QB72 019

### Messerschmitt Bf 109G-10 Propeller

Designed to replace the slightly 'skinny' version on the Revell kit, this propeller and spinner comes with a handy little resin jig to ensure you get the blades aligned correctly.

**Designed for:** Revell kit

**Material:** R

**Price Guide:** £3.00

## 1:72 QB72 035

### Martin B-26C Marauder Propeller

Once again designed as a replacement, this set of two new propellers comes with a handy little resin jig to ensure you get the blades aligned with the hub correctly.

**Designed for:** Revell kit

**Material:** R

**Price Guide:** £4.25

## 1:72 QB72 036

### AV-8B Harrier Open Airbrake

As the title suggests, this set offers the airbrake unit plus the interior bay, so you can pose this open on your model, as the airbrake tends to 'droop' as the hydraulic pressure drains away.

**Designed for:** Hasegawa kit

**Material:** R

**Price Guide:** £3.00

## 1:72 QB72 037

### Douglas DC-3/C-47 Engines

This is a nicely detailed set of new engines that act as direct replacements for those in the kit.

**Designed for:** Esai or Italeri/Revell kits

**Material:** R

**Price Guide:** £4.25

## 1:72 QB72 038

### P-47D-30 Engine

This is another highly detailed replacement engine, this time depicting the R2800-59 suitable for the D-30 series.

**Designed for:** Revell kit

**Material:** R

**Price Guide:** £4.25

## 1:48 QB48 025

### Heinkel He 162 Ejection Seat

This comes as a 'quick' replacement for the kit seat, so as a result it has all the belts moulded on (very effectively), the only separate parts being the grab handles and foot rests.

**Designed for:** Tamiya kit

**Material:** R

**Price Guide:** £4.25

## 1:48 QB48 044

### F4U-48 Corsair Engine

This is a simple highly detailed engine that will just replace the one supplied in the kit. The main bulk is a single component, but the ancillary equipment items (magneto, etc) are separate parts.

**Designed for:** Hobbycraft kit

**Material:** R

**Price Guide:** £TBA

## 1:48 QB48 046

### B-26C Marauder Barrels

This is a set of eleven replacement gun barrels, all of which are nicely moulded with very fine perforations along their lengths.

**Designed for:** Monogram/Revell kit

**Material:** R

**Price Guide:** £3.00

## 1:48 QB48 047

### Lancaster Barrels

This set of eight replacement gun barrels depicts those with the round perforations.

**Designed for:** Tamiya kit

**Material:** R

**Price Guide:** £3.00

## 1:48 QB48 048

### B-24J Liberator Engines

This is a simple set of four highly detailed engines that will just replace those in the kit and look a lot better!

**Designed for:** Monogram/Revell kit

**Material:** R

**Price Guide:** £7.70

## 1:48 QB48 049

### Dornier Do 335A Exhausts

This is a simple, yet effective, set of 'hollow' exhausts stacks to replace those in the kit.

**Designed for:** Tamiya kit

**Material:** R

**Price Guide:** £4.25

## 1:32 QB32 017

### A-10 Ejection Seat

This Aces II set for the A-10A is moulded complete with the seat belts, etc, with only the firing handle and attitude sensors as separate parts.

**Designed for:** Trumpeter kit

**Material:** R

**Price Guide:** £5.50

**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](http://www.quickboost.net)



**Legend Productions, Korea (www.legend.co.kr) / Available from Friendship Models (UK) and Squadron (USA)****1:48 LA4801****ACES II Ejection Seat**

This pack contains two replacement resin seats, complete with moulded seat belts and separate firing handles and proximity sensors. This seat is used in the F-15, F-16, F-22, A-10 and B-1B.

**Designed for:** Various kits

**Material:** R

**Price Guide:** £5.99

**1:48 LA4804****F-100 Ejection Seats**

This pack contains two replacement resin seats, complete with moulded seat belts and separate leg support frames.

**Designed for:** Monogram kit

**Material:** R

**Price Guide:** £5.99

**1:48 LA4812****F-100B Control Surface Set**

In this set you get the leading edge slats, all three trailing-edge control surfaces and flaps and the rudder, all in resin. With this comes a small fret of etched parts for the linkage of the leading edge slats.

**Designed for:** Monogram kit

**Material:** R, PE

**Price Guide:** £10.99

**1:48 LF4034****F/A-18A-C Hornet Cockpit Set**

This is a highly detailed replacement cockpit for the Hornet and it includes not only the cockpit tub and seat, but the upper rear decking with the electronic bay in that area and the coaming for the canopy.

**Designed for:** Hasegawa kit

**Material:** R

**Price Guide:** £10.99

**Verdict:** This series is well established nowadays and all of the above sets are beautifully cast and nicely detailed. Probably the only slight downside is the lack of any form of instructions in the first two, so you will have to do a bit of research being using them. Our thanks to Friendship Models, the exclusive UK distributor for this range, for the review samples.

**Available from:** www.legend.co.kr

**Griffon Model Accessories, Czech Republic (www.griffon.cz) / Available from Hannants (UK) and Squadron (USA)****1:48 GRF48043****Hurricane Mk I Wheel Bay Set**

As the title suggests, this set offers a detailed replacement main wheel well for the Mk I version of the Hurricane. The manner in which it is cast allows for far better detail and finesse than seen in the kit parts, with nice under-cutting on the pipe-work etc.

**Designed for:** Hasegawa/Revell kits

**Material:** R

**Price Guide:** £8.85

**1:48 GRF48044****Hurricane Mk II-IV Wheel Bay Set**

This set seems to be identical to the previous one, although for some reason it is offered as being suitable for the Mk II and later versions of the Hurricane?

**Designed for:** Hasegawa/Revell kits

**Material:** R

**Price Guide:** £8.85

**1:48 GRF48045****Spitfire Mk IX Exhausts (Early)**

This is a set of two replacement exhaust stacks for the Mk IX in the early form, so they are 'fishtail'. Each is nicely hollowed out and therefore vastly superior to the kit parts.

**Designed for:** Hasegawa/Revell kits

**Material:** R

**Price Guide:** £3.30

**1:48 GRF48046****Hurricane Wheel Set with Tailwheel**

This is a nice set of four-spoke wheels with 'weighted' tyres and separate towing eyelets that also includes the tailwheel with the wheel itself as a separate part, to allow both the early- and late-style oleo unit to be included

**Designed for:** Airfix & Hasegawa/Revell kits

**Material:** R

**Price Guide:** £6.10

**1:48 GRF48050****Spitfire Mk IX Exterior Set**

This set comprises both styles of tailplane with separate elevators, both tubular and 'fishtail' exhaust stacks, long cannon barrels, replacement propeller blades and

undercarriage doors, all of which are specific to the listed Mk IX kit.

**Designed for:** Hasegawa kit

**Material:** R

**Price Guide:** £14.50

**Verdict:** Griffon produce high quality sets and the above are now exception, so they can be highly recommended. Our thanks to Griffon M.A. for the review samples.



# new releases - accessories

The latest photo-etched sets and die-cut masks from Eduard M.A.

**Eduard, Czech Republic (www.eduard.com) / Available from Hannants & LSA Models (UK) and Squadron (USA)**

This month sees a large number of new items from Eduard, so here is a rundown of what is on offer.



## Photo-Etched 1:72

### Standard & Pre-painted Series

72-456 Avro Lancaster B Mk I/III/Dambuster Exterior (Hasegawa) Price Guide: £10.50

72-457 Savoia-Marchetti SM.79 Sparviero Serie I Exterior (Italeri) Price Guide: £7.99

73-259 Avro Lancaster B Mk I/III/Dambuster Interior [Pre-painted] (Hasegawa) Price Guide: £13.50

73-279 B-26K Invader Interior [Pre-painted] (Italeri) Price Guide: £13.50

### 'Big ED' Series

BIG 72-22 SB2C-4 Helldiver (Academy) Price Guide: £22.80

Includes: CX125 Canopy & Wheel Masks, 72-454 Landing Flaps, 73-266 Detail Set (Pre-painted)

BIG 72-21 Westland Wyvern S.4 (Trumpeter) Price Guide: £14.99

Includes: CX058 Canopy & Wheel Masks, 73008 Remove Before Flight Tags (Pre-painted), 73-238 Detail Set (Pre-painted)

## 1:48

### Standard & Pre-painted Series

48-519 SB2C Helldiver Landing Flaps (Revell/Monogram) Price Guide: £13.50

48-520 F-18E Super Hornet Exterior (Hasegawa) Price Guide: £10.50

48-528 B-17G Landing Flaps (Revell/Monogram) Price Guide: £15.50

48-539 SB2C Helldiver Bomb Bay (Revell/Monogram) Price Guide: £10.50

49-025 B-17G Flying Fortress Seat Belts [Pre-painted] (Revell/Monogram) Price Guide: £4.99

49-326 P-47N Thunderbolt [Pre-painted] (Academy) Price Guide: £13.50

49-327 B-25G Mitchell Interior [Pre-painted] (Accurate Miniatures) Price Guide: £10.50

49-345 Me 262B-1a Nachtjäger [Pre-painted] (Dragon) Price Guide: £13.50

49-353 F-18E Super Hornet Interior [Pre-painted] (Hasegawa) Price Guide: £10.50

49-354 P-47M [Pre-painted] (Tamiya) Price Guide: £13.50

### 'Big ED' Series

BIG 48-62 B-25G Mitchell (Accurate Miniatures) Price Guide: £19.70

Includes: EX126 Canopy & Wheel Masks, 48-524 B-25G Exterior & 49-322 B-25G Interior (Pre-painted)

BIG 48-63 CH-46D Sea Knight (Academy) Price Guide: £25.80

Includes: EX076 Canopy & Wheel Masks, 48-535 CH-46D Exterior, 49-009 Remove Before Flight Tags (Pre-painted), 49-282 CH-46E/D Cargo Type Sea Belts (Pre-painted), 49-351 CH-46D Interior (Pre-painted)





### Eduard Masks

Each set of masks includes those for the canopy as well as any other glazed sections and all the wheels (main, tail and/or nose). They are die-cut Kabuki tape, which is similar to the masking tape sold by Tamiya.

1:72 CX122 Tupolev SB-2 (ICM) Price: £3.70

1:72 CX148 Lockheed C-130H/J Hercules (Italeri) Price: £2.50

1:72 CX149 Fiat BR.20 (Italeri) Price: £4.99

1:72 CX151 BAC TSR.2 (Airfix) Price: £2.50

1:72 CX154 Focke-Wulf Fw 190D Blown Canopy (Hasegawa) Price: £2.50

1:72 CX155 North American F-86F Sabre (Academy) Price: £2.50

1:48 EX179 Mitsubishi Ki-46-III Dinah (Tamiya) Price: £4.99

1:48 EX180 Dewoitine D.520 (Tamiya) Price: £2.50

1:48 EX182 Heinkel He 162A-2 (Tamiya) Price: £2.50

1:48 EX183 MiG-23 Flogger (Esci/Italeri) Price: £2.50

1:48 EX184 McDonnell F-15A/C Eagle (Hasegawa) Price: £4.99



### 1:32

#### Standard & Pre-painted Series

32-557 MiG-29M Fulcrum Interior [Pre-painted] (Trumpeter) Price Guide: £10.50

32-559 MiG-29 Fulcrum K-36DM Seat Detail [Pre-painted] (Trumpeter) Price Guide: £5.60

33-007 P-51D Mustang Instrument Panel [Pre-painted] (Hasegawa) Price Guide: £5.60

33-010 UH-60L Black Hawk Instrument Panel [Pre-painted] (Academy) Price Guide: £5.60

33-012 AH-64A Apache Instrument Panel [Pre-painted] (Kangam) Price Guide: £5.60

#### 'Big Ed' Series

BIG 32-39 A-7E Corsair II SJU-8 (Trumpeter) Price Guide: £63.99

Includes: JX051 Canopy & Wheel Masks, 32-156 Armament, 32-501 Remove before Flight Tags (Pre-painted), 32-560 SJU-8 Ejection Seat (Pre-painted), 32-562 Interior (Pre-painted), 32-565 Avionics (Pre-painted), Exterior (Pre-painted)

BIG 32-37 Messerschmitt Me 262A-2 Schwalbe (Trumpeter) Price Guide: £19.70

Includes: JX045 Canopy & Wheel Masks, 32-550 Interior (Pre-painted), 32-554 Exterior (Pre-painted)

Note: All mask sets included in the Big Ed sets are Kabuki tape.

**Verdict:** It has been a while since we have seen any Eduard sets up-close and the evolution of their sets into the 'Big Ed' series and the quality of their pre-painted process just has to be seen to be believed. You really can no longer hope to achieve this level of detail without using this type of etched details sets, as only a computer can reproduce clear writing in 1:72! Our thanks to Eduard M.A. for supplying the review samples.

Available from: [www.eduard.cz](http://www.eduard.cz)



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



**Model Alliance, UK** [www.theaviationworkshop.co.uk](http://www.theaviationworkshop.co.uk) Available in UK from: **The Aviation Workshop**

#### 1:48 MA-48121 HMS Ark Royal Air Wing Selection

- H.S. Buccaneer S Mk I, XN928, 119/R of No.801 NAS in 1964 (GW)
- D.H. Sea Vixen F(AW) Mk I, XJ599, 007/R of No.890 NAS in 1964 (EDSG/W)
- Westland Sea King HAS Mk I, XV850, 55/R of No.824 NAS during 1970 (RAFBG)
- Westland Sea King HAS Mk I, XZ577, 52/R of No.824 NAS during 1974 (RAFBG)
- Fairey Gannet AEW Mk 3, XL9494, 041/R of No.849 NAS during 1970 (EDSG/S)
- D.H. Sea Venom FAW Mk 21, WW150, 353/O of No.890 NAS during 1956 (EDSG/S)
- D.H. Sea Venom FAW Mk 21, WW140, 436/O of No.891 NAS during 1956 (EDSG/S)
- Westland Whirlwind HAS Mk 3, XG572, 971 of the Ship's Flight during 1956 (EDSG/S)
- Hawker Sea Hawk FGA Mk 6, XE385, 109/R of No.800 NAS during 1957 (EDSG/S)
- Hawker Sea Hawk FGA Mk 6, XE608, 470/R of No.898 NAS during 1957 (EDSG/S)
- Douglas Skyraider AEW Mk I, WV183, 419/R of No.849 NAS during 1958 (GDSB)
- V.S. Scimitar F Mk I, XD276, 100/R of No.800 NAS during 1961 (EDSG/W)
- V.S. Scimitar F Mk I, XD280, 104/R of No.800 NAS during 1964 (EDSG/W)

**Colour Key:** GW - Gloss White, EDSG - Extra Dark Sea Grey, W - White, RAFBG - RAF Blue-Grey (semi-gloss), S - Sky, GDSB - Glossy Dark Sea Blue

**Designed for:** Airfix (Buccaneer), Dynavector (Sea Vixen, Gannet & Scimitar), Hasegawa (Sea King), Aeroclub (D.H. Sea Venom), Classic Airframes (Sea Hawk) & Escl/AMT (Skyraider AEW)

**Price Guide:** £13.00

#### 1:48 MA-48130 RAF & RN Twin Stick Trainers

- Sepecat Jaguar T Mk 2A, XX150, No.16 (Reserve) Squadron, RAF Coltishall, August 2004 (DSG/CG)
- Sepecat Jaguar T Mk 2A, XX146, No.54 (Fighter) Squadron, RAF Coltishall, August 2003 (DSG/CG)
- BAe Harrier T Mk 10, ZH664 of No.20 (Reserve) Squadron, RAF Wittering in August 2004 (DSG/CG)
- BAe Harrier T Mk 10, ZH659 of No.4 Squadron, RAF Wittering in August 2002 (DSG/CG)
- BAe Harrier T Mk 4(N), ZB604 of No.899 NAS, RNAS Yeovilton, 2003 (GB)

- Shorts Tucano T Mk I, ZF345 of No.1 FTS/207 (Reserve) Squadron, RAF Linton-on-Ouse, August 2005 (GB)
  - Shorts Tucano T Mk I, ZF244, as flown by Flt Lt Ben Mark of No.1 FTS/72 (Reserve) Squadron, RAF Linton-on-Ouse, August 2005 (GB)
  - Shorts Tucano T Mk I, ZF287, 'City of Leeds', of No.1 FTS/72 (Reserve) Squadron, RAF Linton-on-Ouse, October 2005 (GB)
  - Shorts Tucano T Mk I, ZF406 of Central Flying School, Tucano Display Team, RAF Cranwell, 1994-1995 (GRB)
- Colour Key:** DSG - Dark Sea Grey, CG - Camouflage Grey, GB - Gloss Black, GRB - Gloss Roundel Blue
- Designed for:** Airfix + conv (Jaguar), Hasegawa + conv (Harrier T Mk 10)

**Price Guide:** £13.00

#### 1:48 MA-48134 Early Bird English Electric Lightnings

- F Mk I, XM137 of the Air Fighting Development Squadron in 1961 (NM)
- F Mk I, XM144 of No.60 MU in July 1966 (NM)
- F Mk I, XM144 of the Wattisham Target Facilities Flight in the 1960s (NM)
- F Mk IA, XM190 of No.145 Squadron in May 1965 (NM)
- F Mk I, XM144 of the Lighting Training Facilities Flight, RAF Leuchars, 1972 (NM)
- F Mk 3, XP696 of No.27 Squadron (No.226 OCU), RAF Coltishall in the 1970s (NM)

**Colour Key:** NM - Natural Metal

**Designed for:** Airfix kit

**Price Guide:** £13.00

#### 1:48 MA-48137 UK Air Arm Update 2005-2006 Part I

- Typhoon F Mk 2, ZJ918, 00-L of No.3 (Fighter) Squadron, RAF Coningsby, 2006 (CG)
- Tornado F Mk 3, ZG772, 'WJ' of No.56 (Reserve) Squadron, 2005 (CG/LAG)
- Tornado F Mk 3, ZH554 of No.41 (Reserve) Squadron, RAF Coningsby, April 2006 (CG/LAG)
- Tornado GR Mk 4, ZD739 of the FJWOCU, RAF Coningsby, December 2005 (DSG/DCG)
- Tornado GR Mk 4, ZD739 of No.41 (Reserve) Squadron, RAF Coningsby, April 2006 (DSG/DCG)
- Sepecat Jaguar GR Mk 3A, ZX103 of No.41 (Fighter) Squadron,

- RAF Coltishall, April 2006 (DSG/DCG)
- Bell 412EP Griffin HT Mk I, ZJ704, No.84 Squadron, RAF Akrotiri, 2005 (CG)
- BAe Harrier GR Mk 9A, ZG478 of the FJWOCU, RAF Coningsby, November 2005 (DSG/DCG)
- BAe Harrier GR Mk 9A, ZG478 of No.41 (Reserve) Squadron, RAF Coningsby, April 2006 (DSG/DCG)
- BAe Harrier GR Mk 7A, ZD346 of No.800 NAS, RNAS Cottesmore, April 2006 (DSG/DCG)
- BAe Sea Harrier F/A Mk 2, ZH796, No.801 NAS, RNAS Yeovilton, 31st March 2006 (MSG)

**Colour Key:** CG - Camouflage Grey, LAG - Light Aircraft Grey, DSG - Dark Sea Grey, DCG - Dark Camouflage Grey, MSG - Medium Sea Grey

**Designed for:** Revell (Typhoon), Italeri or Airfix (Tornado F Mk 3 & GR Mk 4), Airfix (Jaguar GR Mk 3A & Sea Harrier F/A Mk 2), Italeri + conv (UH-1N/Bell 412), Hasegawa (Harrier GR Mk 7/9)

**Price Guide:** £13.00

#### 1:48 MA-489021 RAF Tempest Mk II/F Mk 2/F Mk 6

- F Mk 6, NX185, +0 of No.213 Squadron, RAF Deversoir, Egypt, August 1949 (DE/LSG/MSG)
- Mk II, PR790, EG-D of No.16 Squadron, RAF Fassburg, Germany in the winter of 1946-47 (DG/OG/MSG)
- F Mk 2, PR772, 5R-D of No.33 Squadron, RAF Kuala Lumpur, Malaya, 1951 (DG/DSG/PRUB)
- F Mk 2, PR533, 5R-V of No.33 Squadron, RAF Kuala Lumpur, Malaya, 1949-50 (A)

**Colour Key:** DE - Dark Earth, LSG - Light Slate Grey, MSG - Medium Sea Grey, DG - Dark Green, OG - Ocean Grey, DSG - Dark Sea Grey, PRUB - PRU Blue, A - Aluminium

**Designed for:** Eduard kit + Airwaves conv

**Price Guide:** £13.00

**Verdict:** This is an excellent selection of new sheets from Model Alliance. Each sheet is well printed, with excellent register and colour density. Each can be highly recommended and our thanks go to Model Alliance (The Aviation Workshop) for the review samples.

**BEST BUY 10/10**

FOR: SEE REVIEWS



## books

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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

### PZL P.11c

by G. Szymanowski & J. Hoffmann

Kagero

ISBN: 83-60445-6-0

Price Guide: £6.99

• Topshots No.11026

• 50-page, A5 landscape, laminated card cover

• Polish & English

• www.kagero.pl

**+** As with previous titles in this Topshots series the bulk of this one is photographic and in colour. The text and captions are in both Polish and English, albeit this time the introductory passage is in English only, and it is just the photo captions that are in both. As usual the book contains a free gift, in this instance a set of die-cut self-adhesive masks for the wheels and canopy of the P.11c in 1:72. The bulk of the title is a photographic 'walk-around' of the chosen subject and in this instance that is the P.11c preserved at the Polish Aviation Museum at Krakow, the world's only example. The photos cover just about every inch of the airframe, with clear images of the engine bay, cockpit, armament, undercarriage, wings etc, and just about every access panel and cover seems to have been removed during the photographic process!

**Verdict:** With good kits of the P.11c in 1:72 and 1:48 this is a welcome title for anyone making them. You really only need one of these Topshot titles to build, detail or super-detail a model of it in any scale and we highly recommend it to all.

**RATING 10/10**

SUPPLIED BY: THANKS TO KAGERO

### Venäläiset Pommittajat

by K. Keskinen & K. Stenman

ISBN: 952-99432-7-X

Price Guide: €29.00

• Suomen Ilmavoimien Historia No.9

• 96-page, A5, laminated card cover

• Finnish & English

• www.kolumbus.fi/kari.stenman

**+** Continuing the History of the Finnish Air Force series, this latest addition deals with Russian bombers used by the Finnish Air Force during WWII. It therefore covers the Tupolev SB, Iluyshin DB-3, Iluyshin Il-4 and Petlyakov Pe-2. As with all titles in this series the whole thing is profusely illustrated throughout with excellent period images, not just offering excellent shots of each aircraft as a whole, but also including some stunning detail shots of airframes both inside and out.

**Verdict:** The quality of the product, the information and all those stunning images make any of the titles in this series a 'must' if you are in any way interested in the types depicted or the Finnish Air Force in general. It is highly recommended to all, 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



### Consolidated B-32 Dominator - The Ultimate Look

by W. Wolf

Schiffer Publications Ltd

ISBN: 0-7643-2451-9

Price Guide: £39.95 (\$49.95)

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

• English

• www.schifferbooks.com

**+** Very similar in format to the B-29 title we reviewed in issue 9, this new one takes a look at the bomber that nearly was, the B-32! The narrative is extensively illustrated throughout with both period black and white images and, on occasions, some colour images of preserved examples. The coverage is so extensive that it is broken down into sub-sections, with chapters within each. These sub-sections deal with the B-32 project as a whole, the B-32 from a technical viewpoint, the crew and flying the B-32, training, testing and problems encountered in bringing the type into service and, finally, the use of the type in combat. Within each of these sub-sections there are up to 13 separate chapters, each looking at either the development and service life of the type or a detailed analysis of the structure and equipment. These 'descriptive' sections are packed with a mass of detail photos both inside and out of the airframe, and include many illustrations taken from the flight manual. It is interesting to see the projected and actual service use of the type, and also sad to see the ultimate fate of all the B-32 at the war's end, that of being broken up and smelted down, so that all that exist today are two turrets!

**Verdict:** This is a very impressive book, certainly as good as the previously mentioned B-29 one, and a must for all USAF fans. It is one that we can highly recommend, and for those interested all UK and European orders are dealt with by Bushwood, so contact them at 020 8392 8585 (email: info@bushwoodbooks.co.uk), while all other worldwide orders should go directly to Schiffer.

**RATING 10/10**

SUPPLIED BY: THANKS TO BUSHWOOD BOOKS





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## books

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**Luftwaffe Camouflage & Markings 1933-1945 Volume 2**

by K.A. Merrick &amp; J. Kiroff

Classic Publications

ISBN: 1-903223-39-3

Price Guide: £50.00 (\$89.95)

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

• English

• www.ianallanpublishing.com



**+** For those of you who missed out on volume one (us included!), this is the second part of Classic's coverage of the knotty subject of Luftwaffe camouflage and markings. Much has been written on the subject since the Monogram and Kookaburra titles on the subject in the 1970s, so it is about time all this additional research was put into book form. This second volume deals with the code system and tactical markings applied to Luftwaffe aircraft, as well as looking at specific roles, such as nightfighters, ground-attack, reconnaissance, bombers, maritime, transports and trainers - the less 'glamorous' elements! The first 32 pages just deal with the code and marking system, with each squadron, etc, listed along with their codes. There are as many pages dealing with tactical and special markings, then the coverage moves on to look at each of the specific roles previously mentioned, and this includes both civil registrations and markings applied to liaison and light aircraft and gliders. The appendices include a detailed look at the colours applied to external stores, maintenance and safety markings, the Werknummern system and the Balkenkreuz and Hakenkreuz markings.

**Verdict:** At last we have a modern guide incorporating all the research that has been undertaken since the previously mentioned works. Classic have gone to the expense of having this book printed in a manner that allows them to use colour wherever they want, which means they can put colour images anywhere, and that is so important in such a work. They have also gone to the expense of adding separately printed colour cards at the back of the book, printed on special card to retain the correct shades etc. All-in-all THE title for this subject and one that you have just got to add to your collection if you do any Luftwaffe modelling.

**RATING 10/10**

SUPPLIED BY: THANKS TO IAN ALLEN PUBLISHING

**USAFE Phantoms**

by P. Martin &amp; C. Gerard

AirDOC Publications

ISBN: 3-935687-02-8

Price Guide: €19.95

• Post WWII Combat Aircraft Series

No.01

• 80-page, A4, laminated card cover

• German &amp; English



**+** The AirDOC series of books dealing with post-war combat aircraft is well established, this is the first in the series that has recently been reprinted and updated. As the title suggests this book looks at USAFE Phantoms operated from bases in Germany. The coverage is broken down to look at each wing, then the squadrons within them. The narrative is split 50/50 between German and English on each page, with all captions in both languages. The photographs are in colour throughout, with a good selection of colour profiles.

**Verdict:** This is an excellent reference title, not just for Phantom operations in Germany, but for the type in general and it is one that can therefore be recommended to all fans of the F-4.

**RATING 8/10**

SUPPLIED BY: THANKS TO AIRDOC PUBLICATIONS

**The Bristol Blenheim - A complete history**

by Graham Warner

Crécy Publishing Ltd

ISBN: 0-85979-101-7

Price Guide: £34.95

• Updated 2nd Edition

• 654-page, 250mm x 200mm,

hardback with separate dust

jacket

• English



**+** Some of you may recall the first edition of this title, produced in 2002. Well, it has now been updated and reissued, this time in an even bigger format. Written by Graham Warner, the former owner of the Blenheim that is currently being returned to airworthiness at Duxford, there can be no better person to write about this subject. The text is in-depth, not just covering the development and operational service of the type, but also looking at its use in specific theatres. These include Europe and the Far East as well as the Middle East, Western Desert and Malta, along with lesser-known usage in Iraq, Syria and East Africa. The whole story is heavily illustrated with period photographs throughout, many of these coming from private collections so never before seen. Each chapter has a number of appendices listing facts and figures and all-in-all this is about as near to 'definitive' as you can get!

**Verdict:** If you missed the first edition, don't miss the second, and even if you have the first this second edition is expanded so much that you can view it as a new title. It really is that good, comprehensive and written by a man with such a wealth of knowledge of the subject that you really only need this one title. A real stunner and most highly recommended to all.

**RATING 10/10**

SUPPLIED BY: THANKS TO CRECY PUBLISHING



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

## 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](http://www.modelairplaneinternational.com)

| MANUFACTURER        | SCALE | ITEM # | TYPE    | DESCRIPTION                                   | PRICE   | NOTE             |
|---------------------|-------|--------|---------|-----------------------------------------------|---------|------------------|
| Academy             | 1:48  | 12209  | IM      | Sikorsky CH-53E Super Sea Stallion            | £49.99  | NT               |
| Airfix              | 1:72  | 08008  | IM      | Lockheed Super Constellation                  | £19.99  | RE Ex-Heller     |
| A-Model             | 1:72  | 012    | R/IM    | Ilyushin Il-76                                | £145.60 | NT Ltd Edition   |
| A-Model             | 1:72  | 020    | R/IM    | Antonov An-10                                 | £50.50  | NT Ltd Edition   |
| A-Model             | 1:144 | 14407  | IM      | NC/AC-123K Provider                           | £10.25  | RT               |
| A-Model             | 1:144 | 14408  | IM      | UC-123K Provider                              | £10.25  | RT               |
| Anigrand Craftworks | 1:72  | 2060   | R/VF    | Grumman XF10F-1 Jaguar                        | £37.50  | NT               |
| Classic Airframes   | 1:48  | 4120   | IM/R/PE | Avro Anson Mk I                               | £37.50  | NT               |
| Classic Airframes   | 1:48  | 4122   | IM/R/PE | Avro Anson Mk I (Export Version)              | £37.50  | NT               |
| Classic Airframes   | 1:48  | 4128   | IM/R/PE | English Electric Canberra TT.18               | £39.95  | RT               |
| Classic Airframes   | 1:48  | 445R   | IM/R/PE | Grumman J2F-5/OA-15 Duck                      | £32.50  | RE               |
| Dragon              | 1:144 | 4583   | IM      | F-117A 'Baja Scorpion & Grey Dragon'          | £7.99   | RE               |
| Dragon              | 1:72  | 5028   | IM/PE   | Kawasaki Ki-61-I '3 in 1'                     | £15.50  | RT               |
| Eduard              | 1:48  | 1121   | IM/R    | Spitfire Mk 22/24                             | £23.99  | RE Ex-Airfix     |
| Eduard              | 1:48  | 8134   | IM/PE   | Fokker D.VII (Albatros) 'Dual Combo'          | £27.75  | RT               |
| Eduard              | 1:48  | 8431   | IM      | Nieuport Ni-17 'Weekend Series'               | £6.99   | RE               |
| Eduard              | 1:48  | 8476   | IM      | Messerschmitt Bf 108B 'Weekend Series'        | £7.50   | RE               |
| Gremlin Models      | 1:72  | 7227   | R/WM/VF | Piper Cheyenne I                              | £24.65  | NT               |
| Gremlin Models      | 1:72  | 7228   | R/WM/VF | Piper Comanchero                              | £24.65  | NT               |
| High Planes Models  | 1:72  | 7286   | IM/R/WM | GAF/EE Canberra Mk 21                         | £30.00  | RT               |
| High Planes Models  | 1:72  | 7287   | IM/R/WM | AU-23 Peacemaker                              | £16.20  | NT               |
| High Planes Models  | 1:72  | 7285   | IM/R/VF | Beaufighter Mk IF Nightfighter                | £25.00  | RE               |
| ICM                 | 1:72  | 72163  | IM      | Avia B-71                                     | £10.99  | RT               |
| ICM                 | 1:72  | 72311  | IM      | Kawasaki Ki-10-II                             | £7.99   | NT               |
| ICM                 | 1:48  | 48125  | IM      | P-51B Mustang USAAF • Pilots & Groundcrew     | £9.99   | RE               |
| ICM                 | 1:48  | 48151  | IM      | P-51D-5 Mustang                               | £9.99   | RE               |
| ICM                 | 1:48  | 48161  | IM      | P-51A Mustang 'USAAF'                         | £9.99   | RE               |
| Italeri             | 1:72  | 1146   | IM      | Fairchild C-119J Boxcar                       | £16.99  | RE               |
| Italeri             | 1:72  | 1255   | IM      | Lockheed C-130J Hercules                      | £23.99  | RT               |
| Italeri             | 1:72  | 1262   | IM      | Boeing B-52G Stratofortress                   | £35.99  | RE Ex-AMT        |
| Italeri             | 1:48  | 2647   | IM      | ACH-47A Chinook                               | £27.99  | NT               |
| Italeri             | 1:48  | 2648   | IM      | Panavia Tornado IDS                           | £12.50  | RE               |
| Italeri             | 1:48  | 2650   | IM      | North American B-25 Mitchell                  | £28.99  | RE Ex-Acc Min    |
| Italeri             | 1:48  | 2652   | IM      | N.A. T-6G Texan                               | £10.99  | RE Ex-Occidental |
| Omega Models        | 1:72  | 72105  | R/PE    | Fokker V.27                                   | £30.50  | NT               |
| Omega Models        | 1:72  | 72135  | R/PE    | Deperdussin TT (Serbia and Turkey)            | £38.40  | NT               |
| Omega Models        | 1:72  | 72169  | R/PE    | Avro 626 (Brazil, Chile and Lithuania)        | £38.40  | NT               |
| Omega Models        | 1:72  | 72170  | R/PE    | Avro 626 (Belgium, Portugal and Canada)       | £38.40  | NT               |
| Omega Models        | 1:72  | 72225  | R/PE    | Friedrichshafen FF-49B/C floatplane (Finland) | £44.50  | NT               |
| Omega Models        | 1:72  | 72239  | R/PE    | Hanriot HD-17 floatplane (France and Latvia)  | £34.50  | NT               |
| Omega Models        | 1:72  | 72249  | R/PE    | Farman HF.XXIV                                | £34.40  | NT               |
| Omega Models        | 1:72  | 72258  | R/PE    | Avro 626 (Manchuria, New Zealand & Estonia)   | £38.40  | NT               |
| Revell              | 1:72  | 04125  | IM      | SPAD XII.C.I                                  | £2.99   | RE               |
| Revell              | 1:72  | 04374  | IM      | Lavochkin La-5FN                              | £3.99   | RE Ex-Zvezda     |
| Revell              | 1:72  | 04378  | IM      | MiG-31 'Foxhound'                             | £13.99  | RE Ex-Zvezda     |
| 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               |
| Revell              | 1:72  | 05766  | IM      | Luftwaffe 50 Years [F-104G, F-4F & Tornado]   | £14.99  | RE               |
| RS Models           | 1:72  | 9217   | IM/PE/R | Arado Ar 65 'Luftwaffe'                       | £11.60  | NT               |
| RS Models           | 1:72  | 9218   | IM/R/PE | Arado Ar 65 'Bulgaria & Luftwaffe'            | £11.60  | NT               |
| Special Hobby       | 1:32  | 32018  | IM/R/PE | Polikarpov I-16 Type 24 'Hi-tech version'     | £31.99  | RE               |
| Special Hobby       | 1:72  | 72050  | IM/R/PE | Fairey Firefly T Mk 1/T Mk 2 Trainer          | £11.25  | RT               |
| Special Hobby       | 1:72  | 72119  | IM/R/PE | Lloyd C.V Serie 46                            | £11.99  | NT               |
| Tamiya              | 1:32  | 60317  | IM      | Mitsubishi M6A2b Zero Model 21                | £74.99  | RT               |
| Trumpeter           | 1:48  | 02808  | IM      | Vickers Wellington Mk 1c                      | £49.99  | NT               |
| Trumpeter           | 1:32  | 02242  | IM/PE   | Douglas SBD-3/4 & A-24A                       | £59.99  | RT               |
| Zvezda              | 1:72  | 7259   | IM      | MiG-21Bis 'Fishbed L'                         | £7.99   | RT               |



A-Model #020 Antonov An-10



Classic Airframes #4128 Canberra TT.18



Eduard #1121 Spitfire F Mk 22/24



ICM #72311 Kawasaki Ki-10-II



Italeri #1146 C-119J Boxcar



Revell #04378 MiG-31 Foxhound



Tamiya #60317 Mitsubishi A6M2b



Trumpeter #02808 Wellington Mk 1c



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

## News - 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](http://www.modelairplaneinternational.com).

| MANUFACTURER      | SCALE | ITEM # | TYPE    | DESCRIPTION                                    | PRICE   | NOTE           |
|-------------------|-------|--------|---------|------------------------------------------------|---------|----------------|
| AML               | 1:72  | 72025  | IM/R/PE | Macchi MC.200 Saeta [Late series]              | £11.99  | RT             |
| Azur              | 1:48  | A051   | IM/R/PE | Loire 130M                                     | £TBA    | NT             |
| Azur              | 1:48  | A058   | IM/R/PE | Potez 631                                      | £TBA    | NT             |
| Dragon            | 1:144 | 4584   | IM      | Sukhoi Su-35 & Su-37                           | ¥950    | 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             |
| Freightdog Models | 1:72  | TBA    | R/VF/PE | Saunders-Roe 177 [RAF P.177R]                  | £TBA    | NT             |
| Freightdog Models | 1:72  | TBA    | R/VF/PE | Saunders-Roe 177 [RN P.177N]                   | £TBA    | NT             |
| Hasegawa          | 1:72  | 00812  | IM      | McDD F-4J Phantom II 'Colorful Marine Corps'   | £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 Pukin' Dogs 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  | E26    | IM      | Martin B-26B Marauder                          | £TBA    | NT 4th Qtr     |
| Hasegawa          | 1:48  | 09698  | IM      | McDD AH-64D Apache Longbow 'Iraqi Freedom'     | £TBA    | RE Aug 2006    |
| Hasegawa          | 1:48  | 09699  | IM      | LTV F-8J Crusader '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 Mk 5 '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                           | £16.99  | NT Aug 2006    |
| Hasegawa          | 1:32  | 08168  | IM      | Messerschmitt Me 262A 'Galland'                | £TBA    | RE Sept 2006   |
| Hasegawa          | 1:32  | ST26   | IM      | Junkers Ju 87D Stuka                           | £34.99  | RT             |
| ICM               | 1:72  | 72201  | IM      | Nakajima Ki 27                                 | £8.50   | NT             |
| ICM               | 1:72  | 72211  | IM      | Henschel Hs 123A-1                             | £7.99   | NT             |
| ICM               | 1:72  | 72291  | IM      | Dornier Do 17Z-2                               | £14.50  | NT             |
| ICM               | 1:72  | 72301  | IM      | Dornier Do 215B-4                              | £14.50  | NT             |
| ICM               | 1:72  | 72302  | IM      | Dornier Do 215B-5                              | £14.50  | NT             |
| ICM               | 1:48  | 48091  | IM      | LaGG-3                                         | £13.99  | NT             |
| MPM               | 1:72  | 72514  | IM/R/PE | SAAB B-5                                       | £TBA    | NT             |
| Pavla Models      | 1:72  | 72062  | IM/PE   | Siebel Fh 104 Hallore                          | £21.50  | RT             |
| Planet Models     | 1:72  | I42    | R/VF    | Loire-Nieuport LN.42                           | \$51.00 | NT             |
| Planet Models     | 1:72  | I83    | R/VF    | Focke Wulf Fw 19a                              | £30.50  | NT             |
| Planet Models     | 1:48  | I81    | R       | Letov S.528                                    | £TBA    | NT             |
| Planet Models     | 1:48  | I82    | R/VF    | DFS Kranich                                    | £20.50  | NT             |
| Revell            | 1:144 | 04049  | IM      | F-14D Super Tomcat                             | £2.99   | NT             |
| Revell            | 1:144 | 04053  | IM      | Junkers G.38                                   | £8.99   | RE             |
| Revell            | 1:72  | 04312  | IM      | Horten/Gotha Go 229                            | £6.99   | RE             |
| Revell            | 1:72  | 04310  | IM      | Douglas A-26B Invader                          | £13.99  | RT ex-Italeri  |
| Revell            | 1:72  | 04313  | IM      | RF-4E Phantom 'Tigermeet'                      | £8.99   | RE             |
| Revell            | 1:48  | 04520  | IM      | B-25 Mitchell                                  | £19.99  | RE             |
| Revell            | 1:48  | 04527  | IM      | F4U-4 Corsair 'Flying Bulls'                   | £13.99  | RE Ex-Hasegawa |
| Revell            | 1:28  | 04730  | IM      | Spad XIII                                      | £13.99  | RE             |
| Roden             | 1:72  | 054    | IM      | Sopwith F.1 Camel [two-seat trainer]           | £10.00  | RT             |
| Roden             | 1:72  | 036    | IM      | Junkers D.I [short fuselage version]           | £8.50   | NT             |
| Roden             | 1:48  | 412    | IM      | RAF BE.12b                                     | £24.75  | NT             |
| Roden             | 1:48  | 429    | IM      | Bristol F.2B Fighter with Sunbeam Arab engine  | £21.75  | RT             |
| Roden             | 1:32  | 605    | IM      | Fokker F.I                                     | £36.00  | RT             |
| South Front       | 1:48  | 48001  | IM      | LaGG 3 Series 4                                | £TBA    | NT             |
| Special Hobby     | 1:72  | 72120  | IM/R/PE | North American F-86H                           | £TBA    | NT             |
| Special Hobby     | 1:72  | 72123  | IM/R/PE | Junkers Ju 87A Stuka 'Legion Condor'           | £TBA    | NT             |
| Special Hobby     | 1:72  | 72125  | IM/R/PE | Bsh I/PS-43 'Vultee V-II in Soviet Union'      | £TBA    | RT             |
| Special Hobby     | 1:72  | 72132  | IM/R/PE | Northrop XP-56-II Black Bullet '2nd Prototype' | £TBA    | RT             |
| Special Hobby     | 1:32  | 32010  | IM/R/PE | Brewster Buffalo F2A-2 'Yellow Wing'           | £TBA    | RT             |
| Valom             | 1:72  | 72017  | IM/R/PE | Douglas TBD-1A Devastator with floats          | £19.99  | RT             |



Hasegawa #09701 NIKI-Ja '402nd FS'



ICM #72291 Dornier Do 17Z-2



MPM #72514 SAAB B-5



Planet Models #183 Focke-Wulf Fw 19a



Revell #04312 Horten/Gotha Go 229



Roden #605 Fokker F.I



Special Hobby #72123 Junkers Ju 87A



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



Richard Caruana's corrected artwork for the He 162 featured in Issue 11 (See 'Hungarian Heinkel')

### HUNGARIAN HEINKEL

Here in Hungary we are always pleased to see when foreign sources deal with Hungarian subjects. There is, however, a very common mistake often made, even by the best (e.g. your magazine). The order of colours on the horizontal tailplanes was opposite to that shown in Richard J. Caruana's profiles in Issue 11. Red was on the inside, and green on the outside, on the tip.

Best regards,

Tom Vrauko (Hungary)

**Ed Says:** Richard J. Caruana apologises for this oversight and has included a corrected drawing of this area, which we have reproduced here.

### NO REPLY!

In April's edition mention is made of Steve Nuttall in the context of the 1:32 Ju 87G-2 Flak 18 gun barrels. I've tried both contacts on his website (ie www.modelbarrels.com) and had my email returned because 'address not recognised'. So, how do I get in touch with him, please?

Kind regards

Matt Jaques, (Australia)

**Ed Says:** I have spoken with Jay, who did the article, and he has passed on Steve's new email address, as he apparently recently changed it. It is [stevenuttall@cogeco.ca](mailto:stevenuttall@cogeco.ca).

### ROSIE THE RIVETTER

I have just finished reading Jay Laverty's Me 262 article in the December 2005 edition. In the article Jay mentioned the use of a tool he called 'Rosie the Rivetter' to replicate rivets lost to filler and sanding. What is this tool? I'm putting together Hasegawa's Ki-27 Nate in 1:48 and it is covered with rivets. Like Jay, I have lost some of the rivets and I'm looking at a way to replace them. The tool Jay mentions sounds like it may do the job. Any insight you can provide on this tool would be a great help.

Thanks

Mark Germann

**Ed Says:** I checked with Jay and apparently this tool was made by a gentleman called Peter Dousek, but may well now be out of production. Jay recommends that you contact Peter directly at [dousekp@quick.cz](mailto:dousekp@quick.cz) directly and ask him if he has any still available.

### I'M CONVERTED

A short mail to congratulate you on your first year. I have only yesterday bought my first issue of Model Airplane (issue 12) as I usually get 'another' international title and now wonder why I have not picked your title up a year ago! The layout, graphics and photography, the look and feel of the whole thing is excellent, not too crammed and easy to negotiate through the pages. I am converted and will be getting all the back issues plus a binder. Thank you for a well thought out and modern looking publication.

Kind regards,

Matt Braund.

**Ed Says:** Thanks Matt, glad to hear you have become a convert to MAI and I hope you continue to enjoy what we offer each month.



## 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



Jay (above) opted to do the engine ring in red on his model, while Richard Caruana depicted it in yellow, which is correct? There is no simple answer - is there ever!

### LETTER OF THE MONTH

#### RED OR YELLOW?

Apologies if you have answered this question before; I have spent quite some time reading all of your letters pages looking to see if someone has raised this question before, but have found no question/answer as yet. Question: In Issue 3, Jay Laverty builds the Revell 1:32 Heinkel He 162, 'Yellow II' and finishes the model with a red intake ring, however on page 39, Richard Caruana's illustration, has a yellow intake ring? The reason I am asking this question is that I have just purchased the kit and wish to finish it as per your magazine build, but have no idea, which intake ring colour is correct, please can you help?

Many thanks in advance for your help, excellent magazine, I hope like so many others you do not make lots of changes and spoil the character of the magazine.

Douglas Skipper.

**Ed Says:** The problem with the colour of the ring of the He 162 you mention is that there are published references that list 'Yellow II' as having the engine front in both red and yellow. Richard Caruana went for the most-quoted option, which was yellow, while Revell seem to have opted for red in their kit instructions. The problem lies in determining the correct colour from black and white images, as no colour ones exist, and RLM 04 Gelb is a very deep yellow, so this appears quite dark on black and white photographs. This would not be a problem if it were not for the fact that red also appears dark in black and white and so many wartime images are of such high contrast that it is often impossible to tell them apart. Sorry I can't offer a definitive answer on this one, we will probably never know for sure!



## MESSAGE FROM THE EDITOR

## Looking Back

During our first year I did, on occasion, look back ten or twenty years, well this month I was going through my old stuff and while looking through some things from September 1996 I noted that apart from this being my tenth wedding anniversary (note to self - go get a card and pres-sie!), it was also the time I was just getting over a visit to the IPMS/USA Nationals at Virginia Beach (definitely an

'excellent adventure') and surprise, surprise Revell had only recently released their 1:144 Junkers G.38. Why a surprise, well amazingly enough guess what, yep, Revell have just announced that they are reissuing this lovely little kit during the final quarter of 2006! Also strangely, AMT/Ertl had just released their 1:72 Boeing B-52G Stratofortress (£26.99) and that kit is back too, this time in an Italeri box and this

time it is £35.99. Seems in our hobby that you only have to wait a while and eventually the model you are after will come back. I am not planning a visit to this year's American Nationals sadly, mainly due to it coinciding with final work on this edition before it goes to press, so I really can't expect others to do my work for me while I swan off on a 'jolly'! I may get to go in the future, if I

get things sorted in advance as I do enjoy going, mainly as a shopping excuse I admit, but also it would be nice to take

MAI across and speak with all our avid US readers.

Well as you can probably tell I have not got that much to talk about this month, so I will stop waffling on and let you all get on with reading what we have on offer in this issue, as well as checking out all the reviews so you can work out what to spend your hard-earned cash on this month. As modellers we are certainly spoilt for choice nowadays!

**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.

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

- AIRDOC**  
Wilhelmstr. 2b, 91054 Erlangen, Germany.  
Tel: +49 9131 52028  
Fax: +49 9131 539119  
Email: andreas@airdoc.de  
www.airdoc.de
- AIRIS HOBBY MODELS**  
Cepirohy 115, 434 01 Most L, Czech Republic. www.airis.cz
- AMERANG LTD**  
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Tel: 01903 765496  
Fax: 01903 753643 or 765178  
Email: sales@amerang-group.com
- ARBA PRODUCTS**  
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Fax: 01767 313842  
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- CZECHMASTER RESIN (CMR)**  
Importers: Hannants (UK), Squadron (USA), MisterKir (Italy) & NKR Models (Australia)
- CREATIVE MODELS LTD**  
Unit 2, Honeycome Industrial Estate, Honeycome Road, Chatteris, Cambridgeshire. PE16 6YG
- DRAGON MODELS LTD.**  
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Fax: 052 24 11 05 87  
Email: info@dragon-models.com  
www.dragon-models.com  
UK Importer: The Hobby Company Ltd.
- EDUARD M.A.**  
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Tel: 420 35 6 11 81 86  
Fax: 420 35 6 11 81 71  
Email: info@eduard.cz  
UK Distributors: LSA Models & Hannants
- FINE MOLDS**  
53-2 Aza Matoba, Otsu Cho, Toyohashi City, Aichi Ken 441-3301, Japan. www.safa.or.jp/~fm/  
UK Importer: ARBA Products
- GRIFFON MODEL ACCESSORIES**  
Humenná 30, 625 00 Brno Czech Republic  
Email: greifone@seznam.cz  
www.griffon.cz
- HANNANTS**  
Harbour Road, Oulton Broad, Lowestoft, Suffolk. NR32 3LZ  
Tel: 01502 517444  
Fax: 01502 500521  
www.hannants.co.uk
- HASEGAWA CORPORATION**  
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UK Importer: The Hobby Company Ltd.
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- KARI STENMAN**  
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Email: kari.stenman@kolumbus.fi
- LSA MODELS**  
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Fax: 01273 551470  
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www.missionmodels.com
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Tel: 01442 250130  
Fax: 01442 245619
- REVELL AG,**  
Abteilung X, Henschelstr 20-30, D-32257 Bünde, Germany
- RS MODELS**  
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- SCHIFFER PUBLISHING LTD**  
4880 Lowe Valley Road, Atglen, PA 19310-9717, USA.  
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- SWEET AVIATION MODEL DIV.**  
1633-12, Utsutani, Okabe, Shida-Gun, Shizuoka 421-1131, Japan
- TAMIYA INC.**  
3-7, Ondawara, Shizuoka-City, Japan. UK Importer: The Hobby Company Limited
- THE AVIATION WORKSHOP**  
Brook Barn, Letcombe Regis, Wantage, Oxon. OX12 9JD  
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- ZVEZDA CO.**  
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# next issue

Want to know what is in next month's edition? On Sale 28th September 2006



**Wocka-Wocka**  
James Campling builds Trumpeter's new 1:35 CH-47A



**Rata-Tat-Tat**  
Eduard's lovely little 1:48 Polikarpov I-16 built by Andy Ieronymides

**Fiat CR.32**  
By Richard J. Caruana



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



**Cat's Tale**  
John 'Tigger' Wilkes gets all silly and builds a diorama setting for his 1:32 Fisher Cougar!

**Bristol's Beau**  
The Special Hobby 1:72 Beaufort  
built by Rev. John McIlmurray

**Model  
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THE NEXT ISSUE OF MODEL AIRPLANE INTERNATIONAL IS ON SALE 28th SEPTEMBER 2006

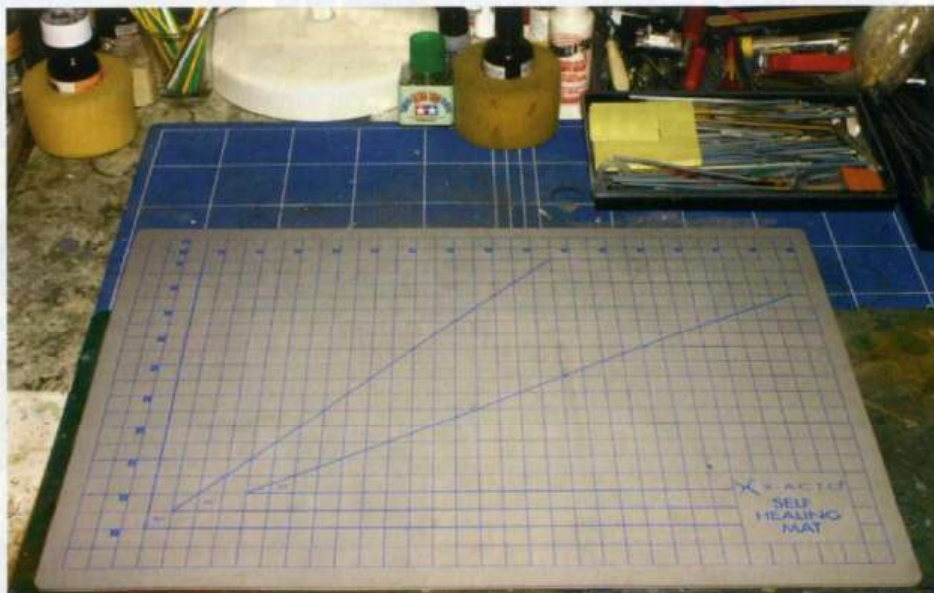


# last word

## ONE AT A TIME PLEASE!

Bogged down, too many 'projects' on the go at one time? Try clearing the decks and doing something from-the-box.

Over the years I have been 'afflicted', and I mean that, by building models in batches. In my early days of magazine work I have been known to build 13 models in one go! Lots of trays with parts all over the place, but I was enjoying myself. Today I tend to be too picky of my own work to even attempt to do that number in one go, and I was kidding myself that I was taking my time to 'do it right'. Truth is, my modelling had suffered to such an extent due to work in the past six years, that my output was almost zero. Today I am pleased to say I do not struggle along doing 16-hour working days, seven days a week, sure I still work too many hours, but that is by choice as I have always been one who likes to keep 'busy' (my wife would say far too busy, but what the heck!). I have lots of things to keep me occupied but my modelling output is still suffering. I recently bought a new kit (not an aircraft), and the next day sat down and built it! Just a week later it was done, simple as that. I enjoyed it, but in many ways felt it was 'too easy'! I think my main problem is considering the potential of a kit/build project instead of the reality, and while I was talking with Steve (Evans) recently he mentioned how few kits he had to build, how he only did one kit at a time, start to finish, and how he limited his buying by only getting those kits he wanted to build and knew he would in the not-too-distant future. Now I am not saying this works for all of us, as our 'pending pile' tends to be a security blanket and we all like to have kits in the collection that hold memories, but I am wondering if many of us would be happier taking on a build and doing it from start to finish, without the distraction of other new, or part-built projects? I am in the process of completing



a couple of part-built projects at the moment, and getting them completed will result in a 'burst' of finished models, which will probably feel quite good! After that I think I will try the one-project-at-a-time ideology and see how that works for me. I also think that the 'butterfly' mentality has a lot to do with models only ever getting partially built, as we are so spoilt currently with the stunning array of excellent new kits that are coming on the market almost daily! Limiting our hobby is something that none of us will ever actively consider, even though we all probably know we will never build all those kits we want to, but seeing projects through to conclusion is probably something that a lot of us don't do on a regular basis. From comments made by friends and colleagues, I also think that a lot of modellers take on far too many 'complex'

projects either in the form of conversions, updates or just complex kits. The need for some R&R in the hobby is just as important as relaxation is in life. I am a great believer in getting the occasional 'shake-and-bake' kit, something stunning yet easy to build, the latest masterpiece from the likes of Hasegawa, Revell or Tamiya. At present that is probably the new Revell Eurofighter, which is calling me, but I really must get those partially completed projects done before I bring another box to the modelling bench.

Try it, clear the backlog, clear the workbench and then try something start-to-finish, it may just rejuvenate your enthusiasm!

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

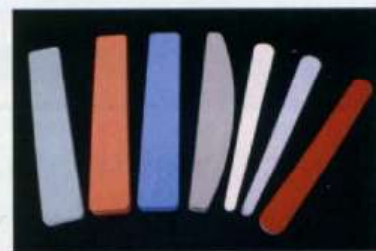
### THINGS TO DO...

With this edition on sale at the end of August there are quite a lot of events to attend before our next edition. The Spitfire Anniversary Air Show at Duxford on the 2nd & 3rd September, and the Large Flying Model Show also at Duxford on the 9th & 10th September are the major non-modelling events. Modelling-wise there is the Sutton Coldfield Model Makers Society Model Spectacular 2006 on the 10th September and IPMS Farnborough's Modelfest on the 24th September. Just don't forget that this last show has now moved to Kings International College, Watchetts Drive, Camberley, Surrey, so don't head off to Farnborough on auto-pilot this year!

### EDITOR'S CHOICE

#### Mastercasters' Sanding Pads

I was first shown these large sanding pads at the MAFVA show, and they are really quite good when working with big areas or in larger scales (1:32 etc). They come in two groups, the sponge sanders comprising two large square-ended pads, the orange one being 100grit and the blue one 180. The half-moon shaped one (grey) is 280grit and the grey and white one (the 'miracle shiner') is for polishing with the grey used for the prep work and the white to polish everything out afterwards. The sanding boards (called 'teardrop sanders' by the manufacturer) come in the other set and are 240/120grit (grey), 180/100grit (white) and 80/80grit (red). From the manufacturer, the sponge sanders are £2.85 each, the 'Miracle Shiner' is £3.85, while the 'teardrop sanders' are £1.75 each and the red (mylar) coarse grit sander is £1.95. For more details visit [www.mastercasters.co.uk](http://www.mastercasters.co.uk), credit card orders can be placed via Cammett ([www.cammett.co.uk](http://www.cammett.co.uk)) and in America you can get them from Victory Models ([www.victorymodels.com](http://www.victorymodels.com)).







ROBERTO VALENTINI

# ACH-47A Chinook

The kit contains 190 parts in total detailing:

Complete cockpit interiors with armoured seats, finely detailed cargo compartment with engraved structure on ceiling and sides that could be considered a "kit in itself, also included ammunition boxes on racks.

Full weapons complement includes 5 x 0.50 Cal. machine guns, 2 x 20MM. cannons and 2 x 2.75 rocket launchers, 1x 40 MM. grenade launcher.

Finely engraved recessed panel lines in two widths, highly detailed on all the fuselage and cargo compartment floor.



U.S. Army aviation, 1st AV, Detachment, 2/20 ARA, Vietnam 1967



U.S. Army Aviation, Aberdeen proving ground, USA, 1966



U.S. Army Aviation, 1st AV, Detachment, 2/20 ARA, Vietnam 1967

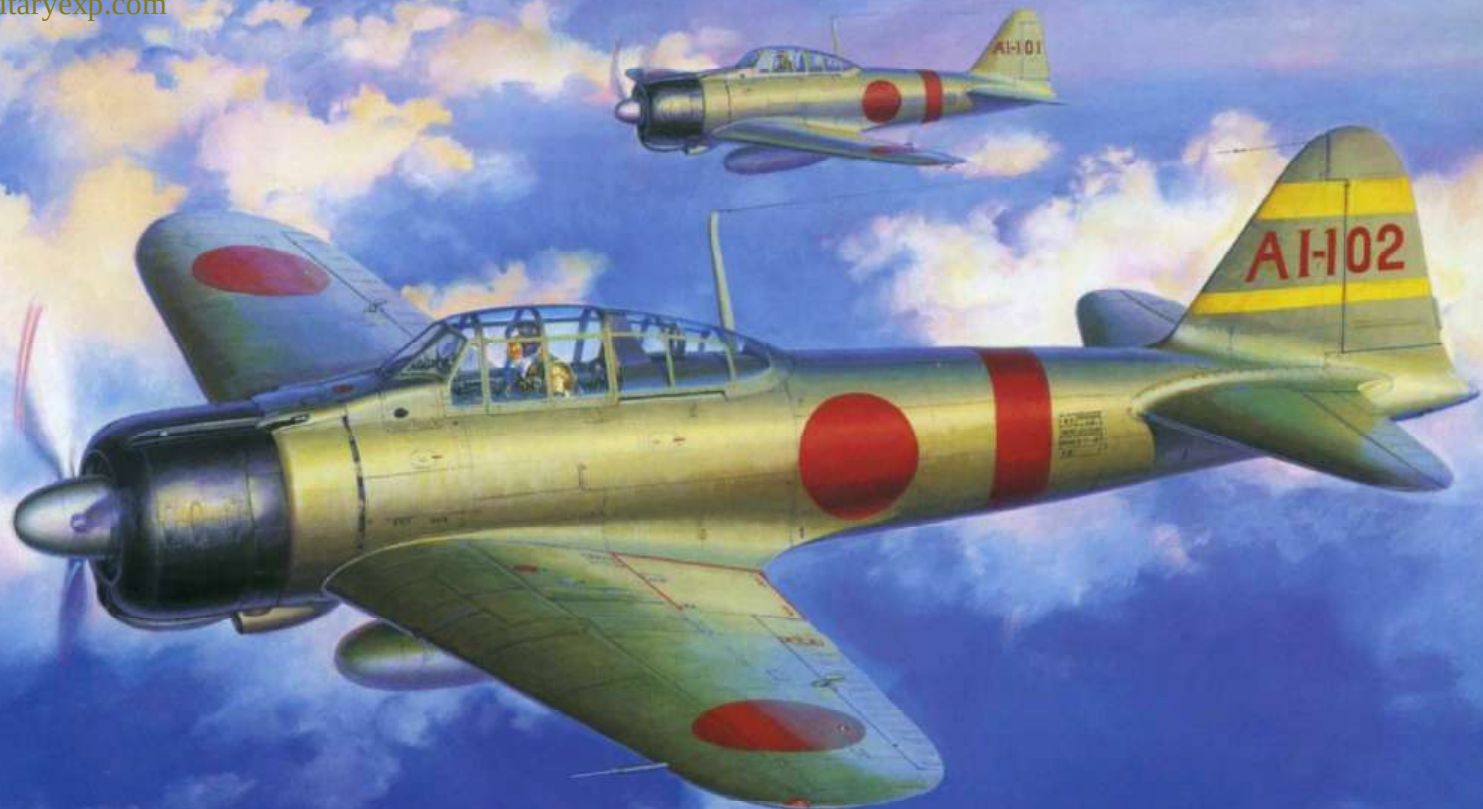
**Italeri Kits are distributed in the UK by:**  
The Hobby Company, Garforth Place, Knowlhill, Milton Keynes, MK5 8PG  
**Italeri models are available from all good model shops**

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2006 Catalogue available  
from your local modelshop





# SPIRIT OF THE SAMURAI 零戦

## 1/32 A6M2b Zero Model 21 (Zeke) (Item 60317)

### Absolute Zero

The Japanese Zero was widely feared and respected by friend, foe and all who came into contact with it. Mitsubishi engineer Jiro Horikoshi and his team struggled mightily to produce a plane that fulfilled the Navy's strict conditions, with their Zero Fighter finally debuting in 1940. The Model 21 was designed for shipboard use, and featured tailhook, ADF homing equipment, and 500mm folding wingtips. With its superb maneuverability, extremely long range and powerful 20mm cannon, the Model 21 overwhelmed foes in skies across East Asia during the early World War II era.

### The Definitive Zero Model

The A6M2b Model 21 Zero is now available as a large 1/32 scale assembly model from Tamiya. The successor to the 1/32 Model 52 Zero, this kit features a full range of new parts to depict the Model 21's distinctive form. The elegant, sweeping wing and fuselage lines and subtly curving engine cowlings offer faithful reproductions of the original. Tamiya attention to quality is evident in the accurate depiction of rivets and surface texture. Incredibly high detail depicts the Nakajima "Sakae" engine and fully modeled cockpit interior. Both folded and extended wing tips are included, and can be used interchangeably to further increase display options.



Realistically replicated Sakae type 12 engine and exquisitely detailed cockpit interior



Both folded and straight wingtips can be used interchangeably even after assembly



High quality metal parts offer smooth movement and superior detail. Model may be stored in package after assembly



Comes with display stand

Includes standing and seated pilot figures



Durable metal parts depict pitot tube and landing gear shock absorbers

Accessories like wheel chocks heighten realism

Includes 7 types of markings for planes involved in Pearl Harbor attack

Features moveable landing gears, rudder and flaps

Overall length: 283mm

New Color Gray-Green (IJN)

Available as acrylic XF-76 (81776) and spray paint AS-29 (86529)



### BUILD A PIECE OF HISTORY



1/32 A6M5 Zero Model 52 (Zeke) (Item 60309)



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