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WOCKA-WOCKA

JAMES CAMPLING
BUILDS TRUMPETER'S
1:35 CH-47A



BRISTOL'S BEAU

The Special Hobby 1:72
Beaufort



RATA-TAT-TAT

Eduard's 1:48 Polikarpov
I-16 Type 10

CAT'S TALE

John 'Tigger' Wilkes puts Fisher's 1:32 Cougar on a carrier!

ACCESSORIES

38 new products reviewed this month

DECALS

12 new sheets reviewed

KITS

6 of the latest releases assessed

BOOKS

10 new titles for the aircraft modeller

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SS1098 \$11.95



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54 black and white photos, 4 full-color plates, free 1/72 and 1/48 scale decals for 2 aircraft in Polish service, 46 pages.
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80 black and white photos, 11 full-color plates, free 1/72 and 1/48 scale decals for 8 aircraft (serial codes, logos and Balkan Crosses), 72 pages.
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Colour Profiles

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

1:72 88 is here!

Hasegawa's new Ju 88 promises much more than just an A-series!

Our sample of the new 1:72 Ju 88A-4 (#E25) arrived from Hasegawa and initial inspection shows it to be typical of their recent products, with lots of small sprues containing various parts. This all hints at the fact that various versions are planned, with things like separate wing tips, forward fuselage/cockpit, vertical fin and tailplanes, ventral fuselage/bomb bay area and separate bulkheads in the wing leading edges for different engines all hinting at the G-series as well as, if we are lucky, the Ju 188? The UK SRP is £19.99, so not cheap, but about what we are used to and slightly cheaper than their B-25 and He III series. It should be on general release by the time you read this, so check with your local Hasegawa stockist for price and availability.



Weekend Projects

As we mentioned last month, Eduard have launched their new 'Weekend Series', which combines a reissued kit without the additions of photo-etched etc, a single decal option and painting instructions as part of the box top. Those to join the series this month are the Nieuport Ni.17 (#8431/£6.99), Albatros D.III (#8436/£6.80) and Messerschmitt Bf 108 Taifun (#8476/£7.50).

1:48



Wings of the Black Cross

Eagle Editions in the USA have produced this series of books for a year or so now and issue number 3 has just been released. If you are unfamiliar, each is in a 36-page (American) A4 format with a heavy-weight card cover. Inside are masses of period photographs showing various Luftwaffe subjects, which are produced large with just two images per page. Many of the images show crashed and wrecked machines at the war's end, but there are also some colour profiles by Tom Tullis showing some of them in 'complete' form. Each edition is \$17.95, so visit www.eagle-editions.com to order your copies, they are certainly well worth having.

Luft '46 Projects

Midland Publishing have just released an English-language version of a title that was previously produced during 2004 in German. Entitled 'Luftwaffe Advanced Aircraft projects to 1945' (ISBN: 1-85780-240-5) it offers 190 pages in an A4 format with a hardback cover. The coverage is in alphabetic order (by manufacturer) and covers Arado to Junkers with each project illustrated with a colour profile and technical data etc. The UK price is £29.99 (\$64.95), so call 01455 254450 or visit www.midlandcountiessuperstore.com to place your order.



Jr. Impulse 1:48

Having covered the T-3 set produced by Hasegawa a few months back (See Issue 13, page 5), more recently Hasegawa have continued with this series of 'stand-in' display teams on mopeds, with the Blue Impulse Jr Set (#X48-22). As before there are three mopeds in the set, all of which you can snap-together or cement, and they also supply waterslide or self-adhesive markings, the choice is yours. Up to Hasegawa's usual high standards, they probably won't appeal much to non-Japanese customers, but you have to admit they are fun!



LIMITED LANC

Available as a special limited edition during the IPMS/USA Nationals was the Hasegawa 1:72 Lancaster B Mk I/III (#E23) and the Leading Edge RCAF Rescue Lancaster (late scheme 1962) decal and conversion set (#72.11). The kit remains unchanged, but the Leading Edge set includes decals for FM104, an SAR Mk 10 that operated in 1962. As well as the markings the set offers (clear) resin (bulged) windows for the rear fuselage, plus standard resin parts for the ventral radome, blade antennae, the heat exchanger intake for the upper/starboard fuselage side and anti-collision beacons above and below the fuselage. As a limited edition specifically for the North American market you won't get it in the UK, but never fear as the Leading Edge sheet is available separately in the UK from Hannants for £8.95.



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



Revell's Russian Reissues

Back in a Revell box recently were the Lavochkin La-5FN (#04374/£3.99) and MIG-31 Foxhound (#04378/£13.99). The La-5 sprues don't look like the old Italeri kit, nor are they the KP example and as the box states 'Made in Russia', we have to presume this is the Maquette kit, which was also reissued by Zvezda. ExtraTech made a detail set for the KP version (#EX72-103) that may fit and you can cross-kit it with the excellent Eduard La-7 [now out in 'Dual Combo' form (#7061)] to make pretty much any of the La-5 to La-7 series. The MIG-31 is the Zvezda tooling.



Buffie's Best

This well-known US retailer also produces a series of CDs in their 'Restorations Illustrated' series. The current subjects are the Messerschmitt Bf 109G-10, which has over 1,200 restoration photos plus copies of the original G-10 manuals and P-38 Lightning Vol.2, which contains hundreds of restoration photos, interviews with 11 former P-38 pilots plus those manual extracts and images and illustrations. This latter item is actually a two-CD set. The first (#BB109CD) is \$19.50, while the P-38 set (#BBP38CD) is \$23.00 plus P&P. Future releases will include the P-51, A6M2 Type 32 Zero and WWII engines. For more details visit www.buffiesbest.com or email buffiesbest@comcast.net.

1:48 & 1:72

Italeri Airings

Continuing with their release schedule, Italeri have brought back a couple of kits during the last month, along with introducing a few other manufacturers' products to their line. In 1:72 these include the ex-AMT/Ertl Boeing B-52G Stratofortress (#1262/£35.99) and the updated C-130J Hercules II (#1255/£23.99); the latter also includes one of their useful Photographic Reference Manuals. In 1:48 the Panavia Tornado IDS (#2648/£12.50) is back at last, as it is THE most accurate Tornado kit in the scale, and the ex-Occidental North American

T-6G Texan (#2652/£10.99) and the ex-Accurate Miniatures B-25 Mitchell (#2650/£28.99). None of these include the 'manuals', but the B-25 does have all the parts from all the main versions of the B-25 released by Accurate Miniatures save for the B-25G, so it is a real bargain!



POLISH HISTORY

New from Rossaglyph is a title that looks at the 7th Bomber-Reconnaissance Aviation Regiment of the Polish Air Force. Although in Polish throughout there is a small English translation as a loose insert, but regardless of this it is an interest insight into this unit's role from the immediate post-war era right up to the present day as the 7th Tactical Aviation Squadron. The title is well illustrated, not massively, but with images of sufficient interest to make it worth considering if you are into Polish AF history. Contact Rossaglyph at greg@rossaglyph.internetdsl.pl for price and availability.

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Italian Falcon

In the last few years Italian WWII subject have become more and more popular with the kit manufacturers with many new kits being released both by mainstream and limited-run manufacturers. However a kit of the Fiat CR.42, one of the most famous *Regia Aeronautica* aircraft, until now has only existed from Revell (leaving out the very expensive short-run kit produced by Misterkit) and that kit dated back to the 1960s! This situation was slightly remedied last year when Pavla produced their kit of the type, but despite being quite a good kit, its multi-media nature made it appealing only to the more experienced modeller. This brand new kit from Italeri finally brings the CR.42 to the mainstream world, thus making it attractive to the whole spectrum of builders.

On opening the box I was amazed by its content. The level of detail is noticeably high and the finely engraved panel lines are equal to those we've come to expect from Far Eastern manufacturers, the only exception being thicker lines on the upper wing centre section. The amount of flash is kept to a minimum with only the struts needing a little cleaning

up. Also sink marks are almost non-existent; I found only two on the inner faces of the landing gear covers. The other feature that literally shocked me was the number of optional parts, allowing virtually any CR.42 variant to be built, i.e. fighter, fighter-bomber or night fighter, plus alternative styles of exhausts, intakes, undercarriage (spatted/unspatted wheels, skis), bomb racks, underwing searchlights and

different spinners! Even the smallest parts look to scale, something that has not been typical of Italeri in the past. Perhaps the only downside to the kit is the slightly 'overdone' fabric effect, especially the ribs on the wings, which are too pronounced for my taste. The final surprise waited at the bottom of the box - a 48-page reference booklet! This A5 brochure includes a comprehensive history, technical details, diagrams from the original manuals, colour walk-around photos of a restored example from an Italian museum and colour profiles. The nicely printed decal sheet offers six options including Luftwaffe and Swedish Air Force examples, making the whole package pretty comprehensive.

The first task before assembly was to reduce the fabric effect, with the pronounced wing ribs being sanded down with 1000 grade wet 'n' dry. The rear part of fuselage also had to be slightly reshaped by gentle scraping with a round-contoured scalpel blade. All these areas were subsequently polished with Super Fine compound from

Gunze-Sangyo, which has the added benefit of not leaving any residue in the engraved panel lines. About 20 minutes spent doing this really paid off as the surface looked more realistic for 1:72.

The assembly starts with the cockpit area, which despite being quite small looks busy once completed. You get the floor, front bulkhead, side panels with moulded tubular framework, seat, control column, instrument panel with gunsight, separate upper part of the framework and headrest, all crisply moulded with no flash. The instruments for main and side panels are provided as decals, which look pretty convincing once applied. The only things I added were some seat belts made from lead foil. I sprayed the whole interior light grey, with the pilot's seat in natural metal. The cockpit assembly was then sandwiched between the fuselage halves and the upper gun cover put on, all without any fit issues.

Next was the engine unit. The engine itself is a little gem, I can't remember seeing such a detailed engine in injected



BUILT & WRITTEN
BY LIBOR JEKL FROM
THE CZECH REPUBLIC



The overall black scheme makes for a very different looking CR.42

YOU WILL NEED...

Before Starting:

- Cyanoacrylate & Debonder
- Liquid Poly
- Masking Tape
- Blu-Tack
- Q-Tips or cotton buds
- Scalpel, with IOA blade
- Micro-mesh Files
- Mr Mark Setter & Softer (Gunze Sangyo)



Paints Used:

- Gunze Hobby Mr Aqueous Color acrylic:
- H8 Silver
- H11 White
- H12 Black
- H15 Bright Blue
- H77 Tyre Black
- H324 Light Grey
- H416 RLM 66 Black Grey

Dimensions 1:72:

- Span - 134.7mm
- Length - 114.9mm
- Height - 49.9mm

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

MODEL INFO**SPEC:** Italeri 1:72 Fiat CR.42 Falco**KIT NO.:** 1260 **MATERIAL:** IM**AVAILABLE FROM:** The Hobby Company Ltd (UK Importer) and Italeri stockists worldwide**PRICE GUIDE:** £6.99

The decals are often the only down point to an Italeri kit, and in this case they were very thick with prominent carrier film that meant the national insignia had to come from elsewhere, as the film could not be cut away after application



There is not a great deal of rigging to do on the CR.42, which makes it ideal for those wanting to get experience building biplane kits

plastic in 1:72 before. After painting it dark aluminium & light grey, followed by a black oil wash, I glued it into the rear part of the cowl together with the exhaust collector ring. Actually, the cowl assembly was a tricky affair due to it being divided into four parts. I recommend you carefully dry-fit everything before gluing. Sadly I did not, and so some of the parts did not fit properly and I had to fill a small gap with some thick cyanoacrylate. Incidentally, I used this type of glue throughout, wiping the stains off with a Q-tip dipped in debonder. This method speeds up the build process and also allows you to utilise the cyanoacrylate as filler as well. Once the cowl had been cleaned and any damaged lines rescribed, I fixed the whole lot to the fuselage and turned my attention to the wings.

Attaching the lower wing half was just a matter of checking the right (i.e. neutral) dihedral and a little sanding after wiping off excessive glue. As far as the upper wing is concerned, here I would recommend a little guesswork with regard to the sequence of strut installation and painting. In my case things went very smoothly because I had decided on the overall black scheme, so I did not have to take that much care with what parts to paint first. Anyway, I deviated from the instructions, which suggest that you attach all

the struts to the upper wing and then join the whole to the lower wing, as I had doubts about how you could keep the struts correctly aligned. I eventually glued onto the fuselage just the cabane struts and then fixed the upper wing onto them. Finally the individual inter-wing struts were installed and every joint was sealed with cyanoacrylate and subsequently cleaned up with debonder, thus making nice flush joints.

Now it was time to take care of the undercarriage. Due to its design it was a simple affair, just requiring the mating of the wheel covers together and attaching them to the fuselage's under-surface. I removed the half-axes from the inside of the covers so I could add the painted wheels at a later stage. The brace between the covers had a small gap where it met the protruding intake,

so I filled it with a piece of plasticard and sanded it smooth. Next I installed the exhaust flame dampers, drilled eight holes in the outer wing struts for the rigging and that was it! The few remaining items like propeller, windshield and the rigging wires were left until the very end of the build. Speaking of the propeller, I eventually glued it to the engine crankcase, because having looked at the photos it seems that the trailing edges of each blade should be oriented the other way around?

Making a realistic black surface in 1:72, or actually in any scale, is quite a difficult task, since the usual methods of pre- and post-shading, oil washes, etc., obviously do not work that well. I therefore tried to break the uniformity of the surface by spraying on several hues of black toned with bright

blue, dark grey and Tyre Black over a black/grey (RLM 66) base coat, making uneven patches and mottles. The model then got an even spray of gloss varnish in preparation for the decal application.

As I mentioned above the decal sheet features marking for six options: four Regia Aeronautica, a Swedish Air Force machine and a Luftwaffe example. The overall black night fighter option I chose is pretty well documented with period photos; however, I couldn't find an overall shot confirming the '377-4' had the white inscription on the starboard cowl? I therefore decided to leave it off for the time being as it can always be added later, if such a photograph appears! The quality of the decals I think can be considered the 'Achilles Heel' of Italeri kits. Those in this kit were no exception as although they were opaque and printed in register, they were thick and the matt carrier film makes them very tough to use, as they did not respond satisfactorily to any decal solutions I had. I had no choice but to use them, so I trimmed them carefully and using the strongest decal setting solution I had (Mr Mark Softer by Gunze Sangyo), I eventually placed them quite nicely. The only exceptions were the white national insignias where the carrier film couldn't be removed for obvious reasons, so replacement items come from my spare box. ■



ALSO RECOMMENDED...

References:

- *Colori e schemi mimetici della Regia Aeronautica 1935-1943* (CMPR, 1994)
- *Fiat CR.32/CR.42 In Action No.172*, by G. Punka (Squadron/Signal Publications 2000)
- *Fiat CR.42, Ali d'Italia No.1* (La Bancarella Aeronautica, 1995)
- *Fiat CR.42, Ali R Colori No.1* (La Bancarella Aeronautica, 1999)
- *Fiat CR.42* by G. Cattaneo, Profile No.16 (Profile Publications 1965)
- *Model Airplane International*, Issue 2, September 2005
- *Regia Aeronautica* (Squadron/Signal Publications, 1976)
- *Replic No.50* (October 1995)

FINAL VERDICT

Italeri have certainly raised the bar very high with this kit and if this is the way they intend to continue, I can't wait to see other kits of WWII subjects from them. Due to the straightforward build and inclusion of comprehensive reference material, I can recommend this kit to all modellers without reservation.

BUILT AND WRITTEN BY
PIOTR DMITRUK FROM
POLAND**MODEL INFO**

SPEC: CMR 1:72 Westland Wyvern
TF Mk I KIT NO.: 140 **MATERIAL:** R
AVAILABLE FROM: Hannants
 (UK importer) and CMR stockists
 worldwide **PRICE GUIDE:** £29.50

Wyvern with an 'H'

Only seven of them were even built, so CMR's kit allows you at last to add one to your collection

Developed from a requirement for a specialised torpedo-carrying single-seat aircraft, the Westland Wyvern was one of several projects offered by the firm. Westland received a contract for six prototypes in late 1944: one aerodynamics test airframe, three aircraft for the Royal Navy, and two more for the RAF. In the end all the prototypes were passed to the Royal Navy after RAF interest ceased and then the pre-production order was cancelled, because Rolls-Royce were ordered to cease development of the Eagle in favour of gas turbines. Only seven pre-production Wyvern TF Mk Is (VRI31- VRI37) were completed, some being used for propeller development, handling and landing trials and torpedo and mining tests. The seventh aircraft (VRI37) was not flown and was used for ground vibration tests and airframe systems demonstrations in the College of Aeronautics at Cranfield. This is the sole surviving Wyvern and today it is exhibited at the Fleet Air Arm Museum, Yeovilton.

The only 1:72 scale kit of the Wyvern TF Mk I comes from CMR and is packaged in a poly-bag, which is not a good idea as the vac-formed canopy can easily get damaged (CMR now package all their kits in boxes - Ed). Inside the bag there are five A4 sheets, five sides full of black and white pictures of the world's only example, two sides of very clear assembly instructions, and three sides of diagrams for the three colour schemes. These comprise the first prototype in Natural Metal, the fourth prototype in Extra Dark Sea Grey over Sky with WWII roundels, and a pre-production machine in the same scheme but with post-war markings. The first is slightly misleading, because it shows an aircraft with full naval equipment and armament, but that wasn't ever installed on TS371; more about this later. The decal sheet is thin and very well printed and it also allows you to build two more pre-production aircraft by the inclusion of their serial numbers.

The resin parts are very crisp and well moulded; some parts look very similar to those supplied by Trumpeter in

their S.4 kit (like bombs and torpedo), while some are much better (arrestor hook, torpedo fin, instrument panel). Only a few air bubbles can be found in the spinner, wing leading edges and lower part of the fuselage, but these are easy to cure with Mr Surfacer. The parts are completely devoid of any flash or mould marks and the panel lines are engraved, crisp and correspond exactly to the drawings in the 4+ title. However, on closer examination I noted sanding marks on the wing surfaces and although this is not a problem with any of the painted options, a polished metal finish would reveal every scratch. The vac-formed canopy was not ideal (my personal opinion I know), but it was usable after dipping in Johnsons Klear (Future) polish.

CONSTRUCTION

As usual, construction started with the cockpit. The main resin component consists of the floor, rear bulkhead and side panels and it fits without any sanding. The detail on the instrument panel is superb and the pilot's seat

only needs painting and the addition of some safety belts, in this case some pre-painted photo-etched ones from Eduard. Overall though, the cockpit interior is simplified, with numerous 'blobs' on the cockpit wall and side panels, so I ground them off and replaced them with some scratchbuilt details. Alternatively, of course, you could use Eduard's photo-etched detail set for Trumpeter's Wyvern S Mk 4.

Before closing the fuselage I decided to improve the exhaust pipe, as this is very prominent, and probably the worst part of the kit, comprising as it does just a strip of resin with some indents. I made an opening in the fuselage for the exhaust then glued, slantwise, shortened metal tubing from the inside. Gluing the fuselage halves, wings and tailplane was a simple task, only the uppermost part of the engine needing any adjustment. It was now time to choose which version I wanted to build, and because almost every specimen of the Wyvern is in Extra Dark Sea Grey & Sky camouflage, I chose to do something different - the first

YOU WILL NEED...**Before Starting:**

- Cyanoacrylate
- Masking Tape
- Blu-Tack
- Scalpel, with IOA blade
- Micro-mesh Files
- Mr Surfacer (Gunze Sangyo)
- Agama Tensol & Hypersol decal solvents

**Paints Used:**

Alclad II lacquer:
 Duralumin
 Stainless Steel

Bare-Metal Foil:
 Matt Aluminium

CMK Stardust weathering pigments:
 SD07 Light Dust

Accessories Used:

Eduard:
 73-005 RAF WWII Seat Belts
 (Pre-painted)
 73-238 Westland Wyvern S.4 detail set (Pre-painted)

Dimensions:

Span - 44ft 0in (13.41m)
 Length - 42ft 3in (12.81m)
 Height - 15ft 9in (4.42m)

Dimensions - 1:72

Span - 186.3mm
 Length - 177.9mm
 Height - 61.4mm

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



prototype in Natural Metal. However to do this there were certain changes I had to make. I had to grind off the gun muzzles, formation lights and resin lights on the wings, and made a replacement for the arrestor hook, which was absent on the real aircraft, and add the rear navigation light and some kind of bumper on the rearmost part of the fuselage. The navigation lights were made from clear styrene with drilled light bulbs. The surface of the model was polished to remove the sanding marks, some panel lines were made more distinct, and indentations (Dzus fasteners) were made with a thin needle, pressed into the resin (take care doing this, as one slip and both you and the model get damaged). Then the entire model was given a thin coat of Mr Surfacer to reveal any imperfections and to improve the adherence of the Alclad II paints that were to follow. I used two Alclad II shades, Duralumin, and Stainless Steel, the latter being used on some wing panels, as well as on the panels surrounding the exhaust pipe. Lighter panels below the cockpit were covered with Matt Aluminium Bare-Metal Foil. The wheel wells and inner faces of their doors appear to be very dull, so these were painted with Tamiya Flat Aluminium. Trumpeter's wheel covers were slightly better, so

I made resin copies and added some detail from the Eduard fret plus some wires before gluing them in place. The undercarriage legs were also duplicated from my Trumpeter kit as those from CMR have the suspension linkage right up under the wing undersurface, which is not correct. The tailwheel leg was too thin and needed replacement, and brake lines and minor details were added to the new gear legs before they were installed. The main wheels in the first prototypes differed from those on the production machines and the kit parts do include the correct hub detail, which although not perfect is hard to improve or scratchbuild. I did decide to use them, but ground off the poorly moulded tyre again replacing it with a resin duplicate of the Trumpeter parts, simply because they had nice tread pattern and 'Dunlop' inscription.

I completed the propeller assembly and moved on to the cockpit canopy. Again, there is a difference between the first prototype and subsequent machines. Most of the TF Mk I had a curved windscreen, but it was flat on TS371. I therefore cut the kit canopy, replacing the windscreen with a scratchbuilt version and added the clear styrene stiffeners to the rear part of the canopy, as seen on the real aircraft. Fortunately, there was no need to



make a gunsight, as it was not fitted to the machine I was building.

It was now time to apply a wash made from thinned Tamiya Smoke with a little bit of Flat Base, to add shadows in the wheel wells, flaps, control surfaces, air intakes and so on. After that I could glue in position flaps, for which I did not expect any problems, but the distance between the cut-outs for the Youngman flap actuators in the starboard flap well were different from those in the flap itself! I was therefore forced to shorten one actuator and glue it near the cut-out.

The decals are well printed, but they suffer from an 'orange peel' texture. I haven't seen it on CMR kits before, so I presume I had a bad example. For anyone building TS371, please note that it did not have any roundels on the wings. After setting the decals, I used Agama decal solution and as Tensol had no effect I moved up to their more powerful Hypersol. It was too much, because

the decals virtually disintegrated. The yellow areas were the most resistant, white and blue was slightly damaged, but anything red just bleached away! Fortunately I was able to repair this damage with the extra roundels included on the kit's decal sheet, and this time around I used Hypersol, but very carefully!

The original aircraft had the Dzus fasteners on the engine cowling all marked with lines, so I drew them with a sharpened black permanent marker. They are slightly out of scale, but I think they look OK. Almost all the model was now complete, with just a few oddments like the upper identification light and VHF antenna on the fuselage and pitot head on the wing to install. As there were two different shapes of pitot heads used by the prototypes I installed the kit part under the starboard wing, and made a new slightly different one for the port wing. The radio altimeter antenna under the tailplane was nicely moulded, but with resin being very fragile I broke it! I did manage to make a new one from Plastruct rod, only to find a picture showing that it was not fitted to the real aircraft! This photo also highlighted the fact that there is no need to install the dual homing antennae under the wing, which thankfully I had not installed by this stage. ■

YOU WILL NEED...

References:

- *Air International*, January 1997 (Westland's Bedevilled Dragon article by Gordon Swanborough)
- *Aviation News* Vol.23 No.9
- *The Fleet Air Arm in Focus Part Two*, David Hobbs (Maritime Books)
- *International Air Power Review*, Volume 9, Summer 2003 [Type Analysis by Geoffrey Bussy] (Airtime Publishing 2003)
- *Scale Aircraft Modelling Vol.14 No.2* (November 1991) & *Vol.17 No.3* (May 1995)
- *Westland Wyvern, Post-war Wings Line* (4+ Publication 2003 ISBN: 80-902559-9-X)
- *Wings of Fame Volume 8*

FINAL VERDICT

My thanks go to CMR for making it possible to build this powerful aircraft in 1:72. It is certainly not for the beginner, but is well within the capacity of any modeller with experience in resin kits. I should warn anyone wanting to build the first prototype of the 'Bedevilled Dragon' though, that the aircraft exhibited at the FAAM, Yeovilton, although restored in natural metal finish, is NOT the first prototype, and therefore differs in many details.

MODEL INFO

SPEC: Eduard 1:48 Polikarpov I-16 Type 10

KIT NO.: 8148 MATERIALS: IM, PE

AVAILABLE FROM: Hannants & LSA Models
(UK Distribution) and Eduard stockists
worldwide PRICE GUIDE: £14.95BUILT & WRITTEN BY ANDY
IERONYMIDES FROM THE UK

RATA-TAT-TAT

Of all the types associated with the VVS in WWII, surely the stubby little Polikarpov I-16 'Rata' is the best known and nothing better symbolises the diversity in technology than it in comparison to its foe, the Bf 109!

When we begin to think of the stereotypical classic fighter, words like graceful, sleek and beautiful spring to mind. Hardly the words to describe the I-16, but it was certainly full of character and appeal, with its stocky, mean and brutish looks, beautiful it was not, but then as they say, beauty is in the eyes of the beholder.

Despite its looks it was very much a fighter and when blooded in the Spanish Civil War and later in China

against Japanese types including the Zero, it built itself a significant reputation as a dogged and mean opponent. Fighting its way in the late thirties through numerous campaigns it certainly held its own until it was eventually outclassed in the early forties by Luftwaffe fighters, during the Great Patriotic War.

Nevertheless the I-16s played a very important and reliable role against the Germans and were well liked by the pilots that flew them.

I have always been impressed by the quality and general value for money that Eduard provide with their kits but when I first inspected the contents of this new tooling, I was very pleasantly surprised by their attention to detail. The delicately moulded plastic parts with their fine sprue gates are safely contained in handy resealable bags. A bright colourful instruction booklet is provided along with a pre-painted photo-etched fret and a sheet of masks. Definitely a good start.

The real treat however was in the quality of the surface detail. The depiction of the multi-texture surface is quite superb, and Eduard have really pulled out all the stops on this one. The effect of the fabric-over-rib combinations for the upper and lower wings, tail and elevator control surfaces is fabulous, and contrasts well with the crisp depiction of the metal cowl and hatch covers with their associated screw and fastener fixings. Also clever touches like the

YOU WILL NEED...

Before starting:

- Zap-O-Gap Cyanoacrylate
- Araldite Rapid Epoxy
- EMA Plastic Weld
- Formula 560 Canopy Glue
- Tweezers
- Scalpel with Nos.10 & 11 blades
- Tamiya masking tape
- Sanding Sticks & Files
- Gunze Sangyo Mr Mark Setter & Mr Mark Softer



Recommended paints:

Gunze Sangyo Mr Aqueous Color acrylic:
H58 Interior Green

Humbrol enamel:
62 Brown

Tamiya acrylic:
XF1 Black
XF2 White
XF23 Light Blue
XF62 Olive Drab
XF69 NATO Black

Xtracrylix acrylic:
XA1202 RLM 65 Hellblau
XA1F Flat Varnish
XA1G Gloss Varnish

CMK Stardust Weathering Pigments
SD05 Dark Earth
SD06 Dark Dust
SD08 Light Earth

Cotman watercolours:
Sepia 609
Paynes Grey 465

Dimensions:

Span - 9.00m
Length - 6.07m

Dimensions - 1:48

Span - 187.5mm
Length - 126.4mm

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

Andy wanted to go for one of the more unusual colour schemes for his I-16, and it certainly looks good in a very European-looking camouflage pattern



Eduard's new little Polikarpov beautifully captures the stubby lines of this little fighter, and it is a beauty to build as well!

hollowed-out gun barrels and exhaust pipes are definitely bound to keep us lazy modellers very happy.

THE KINDEST CUT

Before embarking on the cockpit assembly there was some minor surgery that would have to be performed. Eduard has thoughtfully provided the provision for having the cockpit access door open by supplying an etched metal replacement door part. If you choose to follow this route then the moulded

access hatch on the fuselage side will have to be cut out. Cockpit interiors are my favourite so, needless to say, any chance to improve the view had to be taken. I have found that the easiest and safest way to do this without scarring the plastic, or at worst dissecting your fingers, is firstly to mark out the offending area to be cut out and then to drill small holes around the perimeter of the required cut. The cut is then made with a scalpel blade by simply joining up the holes with only minimal pressure

required on the blade. The cut can then be tidied up with a piece of wet 'n' dry paper wrapped around a cocktail stick to help get around the gentle curves.

COCKPIT

As expected with a 1930s design, the cockpit interior is quite simple but, nevertheless, still interesting. There are quite a few levers that can be portrayed with either plastic or photo-etched parts. The metal pieces have finer detail but due to their nature

are flat and rather two-dimensional. I used a combination of both metal and plastic and enhanced the knobs on the various levers by putting a drop of Tipp-Ex correction fluid onto the levers to fatten and round the knobs. The cockpit floor, seat and seat rear bulkhead are put together to make up a single assembly that can be added to the assembled fuselage halves at a later stage. Interestingly the suggested colour scheme for the interior is light grey for the fuselage sides and green for the

ALSO RECOMMENDED...

References:

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

⚠ Wear the right protective clothing when advised



STEP BY STEP GUIDE - INTERIOR

RIGHT: The instrument panel with pre-painted photo-etched fascia. Sadly this is the last you will see of it, as it disappears inside the cockpit once installed!



ABOVE: Control level knobs were enhanced with a dab of Tipp-Ex correcting fluid

ABOVE: The very simple interior of the I-16

BELOW: The cockpit floor painted grey and with a wash of brown applied



ABOVE: The side panels, enhanced with a wash, alongside all the other interior sub-assemblies

STEP BY STEP GUIDE - COCKPIT DOOR

The cockpit door marked out



Drill around the area to be removed, then join holes with scalpel





"The effect of the fabric-over-rib combinations for the upper and lower wings, tail and elevator control surfaces is fabulous and contrasts well with the crisp depiction of the metal cowl and hatch covers with their associated screw and fastener fixings"

floor and seat assembly? After the grey was added, the grid-work of the interior framing can be emphasised with a bit of dark shading, but nothing too fancy because the high curvature of the cockpit sides make it is pretty dark in there and not a lot can be easily seen. The floor and seat are very prominent though, so extra effort with shading here is worthwhile.

Eduard supply a set of their excellent pre-painted photo-etched seat belts that are very realistic and easy to use. I will be honest here and admit to this being the first time that I have allowed myself the luxury of pre-painted belts and I was impressed, albeit I still preferred to add a thin brown wash over them to tone down their 'clean' look. Similarly the provision of a pre-painted instrument panel was also very novel and admittedly the effect was fabulous, everything looking crisp and sharp. Unfortunately my high spirits on this

count were to take a nose-dive later when I was to find out that the instrument panel is located so far within the fuselage that it is literally out of sight. Shame on those Russian designers!

ASSEMBLY THOUGHTS

After gluing the fuselage halves together the instructions call for the instrument panel to be glued in position, followed by insertion of the floor assembly. A dry run of this sequence did not fill me with the required confidence as it became clear that the fit of the floor within the fuselage needed a certain amount of playing around with. The floor pan did not really touch the fuselage sides so the resultant positioning of the floor and the seat bulkhead was a bit vague. After a bit of thought I decided to leave the instrument panel out initially so that I would have more room to move the floor about. The correct position is attained when the

headrest cushion on the seat bulkhead sits squarely within the fuselage halves level with the pilot's head. At this point the bottom of the floor is held in this position with some Tamiya tape and permanently secured across with an application of rapid-set epoxy cement. The epoxy serves to strengthen the tape support, where the floor fails to touch the sides, without being obtrusive. It takes about five minutes to set and this allows a little fine-tuning of its position. With this alignment correct, the instrument panel can now be fitted.

WING ALIGNMENT

Again at this point I decided to change the build sequence, choosing not to glue the top wings to the lower wing section until I had first lined this section up with the lower fuselage. A dry run here showed that the rear fuselage-to-lower-wing joint stood proud, so a little reduction of the lower wing

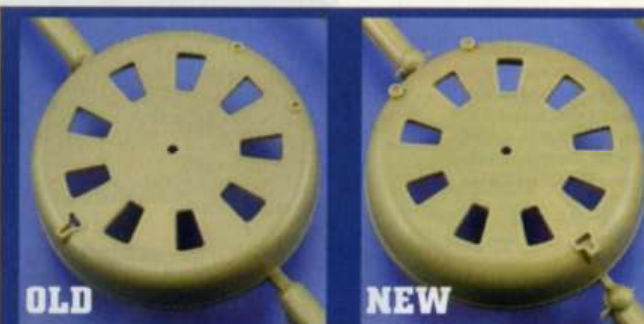
thickness was required. This was simply done by scraping away some plastic with the scalpel until the joint was flush. With the lower wing in place it was now quite easy to line up the top wings. These cleverly mate up with the fuselage along panel lines, so thanks to the earlier care taken, these panel lines can be conserved with only a touch of liquid glue required along them. Following this sequence, I found that the resulting wing and fuselage joints were excellent and did not require any filler at all. Phew!

MOVING AHEAD

The radial engine is simply represented as a single flat pressed piece that allows a quite convincing impression of the real thing when viewed through the front cowl cooling apertures. I am normally a sucker for tinkering with engines but all that was needed this time was for the cylinders to be given



Finally sand smooth the area with wet 'n' dry on a cocktail stick



STOP PRESS

As we close this edition Eduard have announced that the front cowl ring on this model is wrong, and being keen to produce as accurate as possible a model, they have moulded a new one. If you want one for your model, then visit their website for more details (www.eduard.cz) or email info@eduard.cz.



Top Left: Polikarpov I-16 Type 5, of 4a Escuadrilla of the Spanish Republican Air Force during the Civil War, 1938. Note the Popeye emblem on fin

Above: Polikarpov I-16 Type 10, captured by Spanish Nationalist forces. Sand/dark brown/olive green on upper surfaces with light blue-grey undersides; white wing tips and rudder, the latter carrying the black 'St Andrew's' cross. Insignia of Joaquín García Morato's 'Patrulla Azul' on fin. See upper view for wing markings

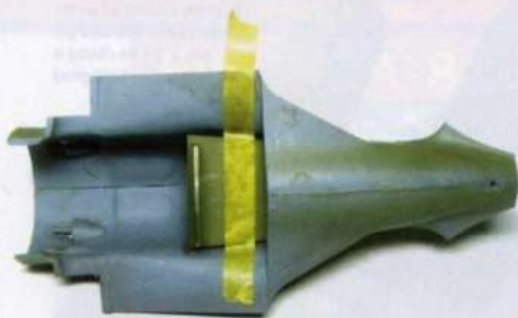
Left: Polikarpov I-16 Type 24, '11' flown by Russian 'ace' Boris F. Safonov, 72nd Aviation Regiment, Mummarsk, summer of 1941. The inscription on the fuselage reads 'Za Stalina!' (for Stalin). Another inscription on the starboard side read 'Smert Fashistam!' (Death to Fascism)

Above: Polikarpov I-16 Type 17, of the 4th Guards Regiment, Blatic Fleet based at Vystav, early 1942. Note that the upper surface finish consists of three types of green

Polikarpov I-16 Type 29, '1', Romanian Air Force. Dark green/light blue-grey finish with yellow spinner, wingtips and rear fuselage band; rudder flashes in blue/yellow/red. White '1' on fin. Aircraft was captured on 8th July 1941 and used for combat training against IAR-39s and IAR-80s

Polikarpov I-16 Type 5, P2105, flown by Liu Chi Sheng, 21 Chungtui, Chinese Nationalist Air Force, Hankou, March 1938. Dark green/light blue-grey finish with white/blue striped rudder; national markings below wings only

STEP BY STEP GUIDE - ASSEMBLY



The cockpit floor is a loose fit, so first line it up in position with tape



Make sure the seat assembly is lined up squarely within the fuselage



When happy with the fit the floor was bridged and glued with 5-minute epoxy



With the floor now in place the instrument panel can be fitted



The rear wing-to-fuselage joint was slightly high at the corners



This was corrected by scraping away some of the excess thickness



With the lower wing panels in place the upper ones can now be added



Following the sequence thus far I found that the joints were excellent and no filler was required

STEP BY STEP GUIDE - ENGINE



The engine was given a wash of Tamiya Smoke (X19)



The completed engine with all the cowl components



Describing the two upper flaps with a pin in a vice



LEFT: The basic blue is enhanced with some post-shading and highlighting



RIGHT: The top is pre-shaded with dark olive green



By gently sanding across the fabric effect with 1500 grit wet 'n' dry the ribbing is highlighted

"The floor pan did not really touch the fuselage sides to provide positive location, so consequently the positioning of the floor and the seat bulkhead was a bit vague"

a coat of silver and then an undiluted wash of Tamiya Smoke to bring them to life. Luckily the front cowl is provided as a separate piece. This is handy in that the engine can be left out until all the airframe painting, and more importantly the matting down of the paint, is complete. In this way the nice shiny metallic engine can stay that way, since trying to mask it would be impossible. Since the fit of the cowl to the fuselage is nice and tight, it can easily be pushed into position for the camouflage painting stage, and then removed right at the end of the build to allow for the final addition of the engine unit and exhaust pipes.

WHEELS & THINGS

Normally by the time this stage is reached we are patting ourselves on the back having navigated the stormiest parts of the build. Well, hold back on the patting, for the undercarriage assembly requires concentration and careful assembly as the array of gear doors, and in particular their alignment and angles, I found quite tricky. I have lost track of the number of times I had got everything positioned and glued down and then an accidental nudge on the doors would knock them off again!

Yes I hear you say, but that is the fun of modelling, but I suppose that big fingers and short stubby aeroplanes are not the best of combinations. At this point, therefore, I decided to play safe and leave the assembled undercarriage off until the camouflage went on.

WHAT'S THAT COLOUR?

There are four colourful and differing options to choose from, and I must say Eduard's full colour three-view profiles are great and even have short accompanying historical notes for each aircraft. I liked the look of the aircraft depicted on the box art; what was confusing however was that the green for its camouflage was one shade on the box top, another shade on the artwork on the side of the box and a third shade on the profiles! Not really helpful when dealing with a colour that's not readily identifiable by the model paint companies, but in the end a little reference bashing sorted it out, with the box art version looking the likeliest shade. For this I chose to use Gunze Sangyo Interior Green, which had the right tonal look, with a slight touch of Tamiya Olive Drab to darken it for certain areas and for the shading.

PAINT TIME

My main aim was to try to show off the fabulous fabric effect depicted on the upper and lower surfaces and I dealt with it in different ways for each. For the lower surface I used a mix of Tamiya Light Blue that I freshened-up a bit with a little RLM 65 Hellblau, as the Tamiya blue is quite grey looking. Over this a slightly darkened version of the mix was blown around the panel lines and especially in between the ribs to create deep shadow and depth to help emphasise the fabric effect in this area. A lightened version of the original mix was then used to highlight the high spots on all panels. For the upper panels the base Interior Green was painted on and then Olive Drab was used to pre-shade the panel lines and around the rib and fabric areas. When dry, to highlight further the highest points of the ribs, I gently rubbed away some of the paint on these high points using 1500 wet 'n' dry. This resulted in concentrating the focal point on the ribs and was close to what I was looking for. Then a very thin coat of the base green was progressively misted over to blend the lot in, taking care not to lose the effect. The camouflage was

completed with a freehand application of black and for this NATO Black was used, as this is really a very dark grey and so provided a more diffused and faded look in comparison with the very stark and high contrast that pure black would have given. It also allowed me to use black against the dark grey for a bit of post-shading. The painting guide gives two options for the tail-band, either as yellow or white, as in photographs of the aircraft it was hard to distinguish whether it was a faded yellow or a dirty white.

MOVING FORWARDS

After the customary gloss coat, the decals went on and although a little thick, they settled down well. While it was glossy I gave the few panel lines around the hatches and the moving surfaces a watercolour wash, brown for the top and a watery dark grey for the bottom, wiping off the excess with a cotton bud when the wash was dry. In preparation for the weathering the matt coat was applied. At this point the painted canopy can now be added over the matt finish with a dab of white canopy glue and the open cockpit hatch, undercarriage, engine and cowl can all be finally fitted.

STEP BY STEP GUIDE - PAINTING



A light application of the thinned top colour allows the pre-shading and ribs to show through



The black camouflage pattern is finally applied

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

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SCALE PLASTIC KITS**Fw 190A-8****1/48**

Kit contains complete engine, fuselage weapons, wing MG 151 cannons, detailed landing gear and wheel wells, color photo-etched sheet with color seatbelts, optional instrument panels and other small details, optional version wings, accurate, optional open/closed canopy, canopy paint mask, four marking options (Blue 13, Walter Dahl, JG300; Hanz Dortenmann, 2/JG54; Blue 4, 12/JG5; Black 9, JG301).

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Pfalz D.IIIa, Ltn. Von Buttlar, Jasta 18

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WEEKEND
EDITION**1/48**
scale
PLASTIC KIT**La-7**

La-7 pilot, Maj. Amet Khan Sultan

STEP BY STEP GUIDE - WEATHERING

A watercolour grey wash was added to the underside, the gloss varnish coat helping its application



When dry the excess was wiped off with a damp cotton bud



The finish was matted down and chips to the metal panels were added with a metallic pencil



Weathering powders and pastel chalks were used to dirty up the paintwork, concentrating on areas that are prone to such dirt. The exhaust stains have also been sprayed on

Very interestingly the I-16 was one of the first monoplane fighters to incorporate a retractable undercarriage. The wheel struts were retracted by the pilot manually by winding in wires that were attached to the wheels, with apparently 100 turns or so needed to lift the wheels! Phew. These wires were simply

replicated with some stretched sprue, a much easier operation than the pilot was required to do.

DIRTY BOY

This particular aeroplane was a well-used squadron hack and was especially dirty and worn. It was with anticipated relish

therefore that I tried to show this, using weathering powders to show the dust accumulation, especially in the undercarriage bays and lower areas, where 'stubby' must have practically been dragging his low belly along the floor. Equally important was dirtying and toning down the clean looking decals and white stripe

with pastel dust of light grey and light earth to follow the general mucky effect.

To finish off, I sprayed in some exhaust streaking, remembering to carry this into the lower doors where applicable, and added a few dark silver chips to the metal areas as depicted on the box art. ■

STEP BY STEP GUIDE - DECALS

The engine and cowlings were not glued in place until the very end



The model was given an overall coat of gloss and the decals were applied

FINAL VERDICT

■ Eduard have given us a superbly produced package incorporating fine detail and thoughtful design in a kit without any hidden nasty surprises. The assembly around the cockpit and the wing alignment does need care, but it should cater for all skill levels and with further versions due I'm sure will be very popular, and rightly so. Eduard have always been good, but if they continue with quality like this, they will certainly soon be in the very top league.

Was it worth the money?

See for yourselves, you won't be disappointed.

WOCKA, WOCKA!

The helicopter is widely associated with the highly mobile war in Vietnam. Although not all U.S. units were heliborne, it was a rare operation that did not involve helicopters in some way

BUILT & WRITTEN BY JAMES CAMPLING FROM THE UK

Carrying troops over difficult terrain, in or out of the combat zone, providing gunship support, reconnaissance, evacuating the wounded, transporting supplies and logistic support, these were all vital roles undertaken by the helicopter.

The Chinook's greatest contribution to the war in Vietnam was in heavy logistic support. They could be used to establish artillery fire support bases, on numerous otherwise inaccessible hill-tops, as they were able to lift the guns into position and thereafter keep them supplied with all necessary provisions. When it first arrived in 'Nam' no defensive armament was carried, however this quickly changed and most were field modified to carry door-mounted

machine guns. More heavily armed versions were used on occasion; these 'Go-Go birds' carried a nose-mounted 40mm grenade launcher, 20mm cannon and 2.75in rocket pods on the fuselage sides, plus 0.50 calibre machine guns fired by crew members through the cabin side windows.

WHAT'S IN THE BOX?

I couldn't wait to get the box lid open and WOW! I wasn't disappointed. Stunning art and design work has been used here, the presentation of the large fuselage is flawless, something akin to what you would expect from Tamiya, and the rest of the kit is nicely concealed, begging the modeller to spill the contents onto the floor to investigate. It contains some impressive detailing and you

just know that this will come through in the completed model. The photo-etched parts consist of the engine intake grills and seat harnesses and there are metal undercarriage legs and rubber tyres for the finishing touches.

ASSEMBLY BEGINS

Construction began with 'the office' and no problems were encountered here, the control columns, pedal bars, centre console and instrument panel were all glued in position on the cockpit floor ready for painting. The instrument fascia comes as clear plastic, which has to be painted black, but the dial fronts need to be protected, so I used Humbrol Maskol applied with a cocktail stick to each dial face. The instrument dial faces themselves are printed on a clear

acetate film, which sits behind the clear fascia and the back of this needs to be painted white for the printed detail to really show through. The seat inserts are a nice touch, as these can be painted separately and added at a later stage. The moulded seat harnesses have raised stitching detail so to highlight this I first painted them black followed by a coat of Johnson Klear and then the final colour. When completely dry a fine cotton bud dipped in artists' turpentine was rubbed over the detail removing the top layer of paint, and 'voila', black stitching! This method was also used throughout the cockpit for all the console switches etc.

The complete cockpit assembly was primed in Alclad II grey primer followed by Xtracolor base coat gull grey. This



Trumpeter's release of the A-version has now been supplemented by the D, so the RAF HC.1 and HC.2 versions can be made with a bit of cross-kitting

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Tamiya Extra Thin Cement
- Sidecutters
- #5 Tweezers
- Tamiya masking tape
- Sanding sticks & files
- Johnsons Klear (Future)
- Gunze Sangyo Mr Mark Setter & Mr Mark Softer
- Humbrol Maskol masking fluid



Recommended paints:

Alclad II lacquer:
Grey primer
Aluminium
Steel

Humbrol enamel:

24 Trainer Yellow
33 Matt Black
34 Matt White
155 Olive Drab (FS34087)
177 Green

Xtracolor enamel:

XD88 Matt Base Coat Gull Grey
X113 Faded Olive Drab
X116 Green (FS14102)
X153 US Army Helicopter Drab (FS14031)

CMK Stardust Weathering Pigments

SD04 Vietnam Earth
SD10 Black Smut

Winsor & Newton Alkyd oil paints:

Burnt Sienna
Raw Umber
Ivory Black

Dimensions:

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

Dimensions - 1:35

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



base coat finish was superb, so it was left as the final colour. All that remained to be done was the cockpit weathering, which was done using Winsor & Newton artist's (Alkyd) oil colours, with Burnt Sienna, Raw Umber and Ivory Black applied in thin washes.

'HOSING DOWN'

Let's face it, any vehicle or aircraft in Vietnam had some form of defensive armament, so why have Trumpeter omitted any form of door-mounted machine guns? Is there going to be a 'Go-Go bird' released at a later date? Without any form of machine guns for 'hosing down the jungle' when the helicopter was unloading, it would be wide open to small-arms fire, so I decided to go to the spares box and scratchbuild some gun mounts. Using plastic sheet and round and square rod from Plastruct the job was complete in less than two hours. Guns also came from the spares box, as did the 0.5in calibre flexible machine-gun, which came from an old broken-up Tamiya PBR patrol boat.

TAIL END

Joining the tail section to the main fuselage can be a time consuming task to ensure a nice finish. Trumpeter have thought about this, though, and at least the join is on a panel line. You must lightly sand the face on the main

fuselage join, and the tail section that tucks into the main body, otherwise the lip of the tail section comes up against the stop in the main body, and you cannot close the join to make a nice tight panel line. If you spend the time sanding, you will be left with a lovely join that requires no filling. It

MODEL INFO

SPEC: Trumpeter 1:35 CH-47A Chinook
KIT NO: 05104
AVAILABLE FROM: Pocketbond Ltd (UK Distribution) and Trumpeter stockists worldwide
PRICE GUIDE: £69.99

"The presentation of the large fuselage is flawless, something akin to what you would expect from Tamiya, and the rest of the kit is nicely concealed, begging the modeller to spill the contents onto the floor to investigate"

The Chinook needs to look 'busy' and being 1:35 you have the option of all types of potential loads for the cavernous cargo bay



One aspect of a Chinook in this scale is the overall 'footprint', as the rotors take up a huge amount of space!

was at this stage of construction that the decision was made to attach the side fuel pods, as being able to apply firm pressure to the fuselage sides from behind would help in achieving a better join, and luckily it worked with no further filling required.

ENGINE PODS

The first thing your eyes are drawn to are the large air intake grills, which look great when finished, but to the modeller these initially look a daunting prospect. By accident I found a way to bend the photo-etch intake grills to the correct profile of the intake framework without

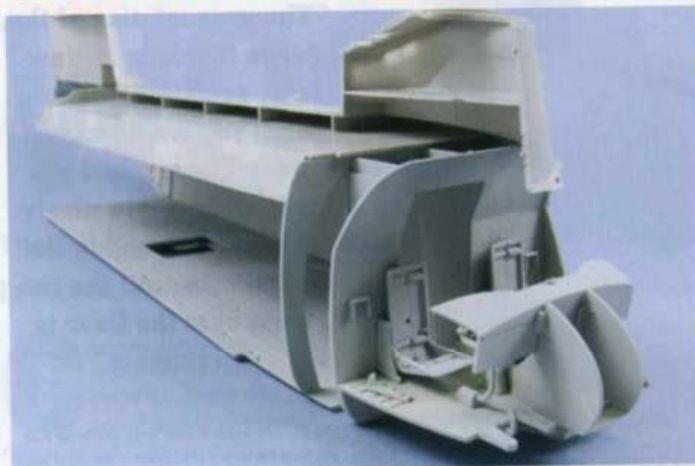
ALSO RECOMMENDED...

Reference books:

- *Boeing Helicopters CH-47 Chinook*, Aerofax Minigraph No.27 (Aerofax Inc., 1989)
- *CH-47 Chinook In Action No.91* (Squadron/Signal Publications)
- *Fanatique de l'aviation* (July 1990)
- *Flying Dragons - The South Vietnamese Air Force* by R.C. Mikesh (Schiffer 2005 ISBN: 0-7643-2158-7)
- *Replic No.144* (August 2003)
- *Scale Aircraft Modelling* (November 1978 & January 1988)



⚠ Wear the right protective clothing when advised

STEP BY STEP GUIDE - ASSEMBLY

Dry-fitting the cockpit parts into the fuselage to make sure that they fit correctly. It's easy to sand parts to improve fit before you finally fix them in position.



Brass intake grills form a large part in each engine nacelle. These grills need to be formed to the correct contours of the intake framework, so to bend them the exhaust nozzles were used as formers

the need to buy expensive rolling equipment. In this case if you have rolling gear for photo-etch all well and good, however for those who don't, if you glue together HI6 and HI7 (turbine exhaust nozzle) and leave to harden overnight, the following day it can be used as a former to give you a near perfect profile on which to bend the photo-etch. The remainder of the engine pod construction is straightforward. The engine intake framework is not the best

fit when attached to the engine pod, however, and a little filler is required around it in order to close the gap.

OFFICE CANOPY

The canopy is an impressive one-piece moulding, but there is a large moulding tab in the centre of the canopy on the top frame. This has to be removed for the canopy to fit correctly. It's really thick and for some this will be the scari-



Holding parts when painting and spraying can be a problem, so to overcome this masking tape folded on top of an aerosol lid is an easy way to avoid handling wet parts. As you can see here, the instrument panel has had Maskol added to the dial faces prior to spraying



Dry fitting rotor parts to ensure a clean join; the diameter of the rotor is a whopping 520mm

est part of the build, because if you are heavy-handed, one false move could wreck the entire canopy. Patience is the name of the game here and to remove the injection tab I used a fine-toothed razor saw. Be careful and work slowly; supporting the centre wind-shield with the thumb and forefinger helps reduce vibration and prevents cracking. Once removed the remainder of what's left can easily be sanded

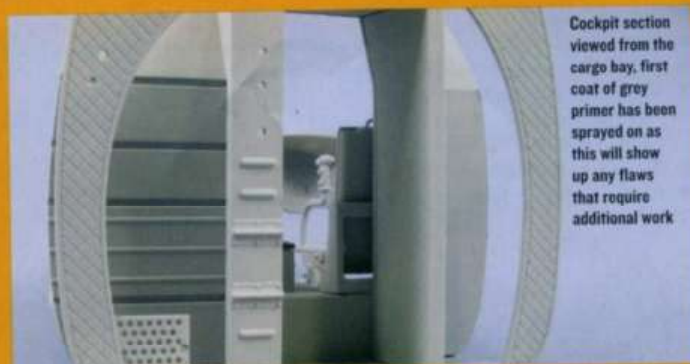
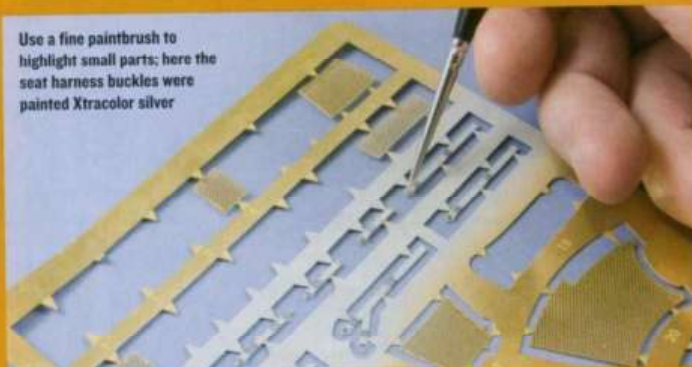
away. The canopy can then be masked up ready for attaching to the fuselage and spraying.

JOINING THE FUSELAGE

When the cockpit and cargo bay are in place the fuselage halves can be joined. This is a big task, and due to the size of the model there were bound to be areas that would require filling and sanding. There were, but Trumpeter has come

STEP BY STEP GUIDE - ASSEMBLY

Use a fine paintbrush to highlight small parts; here the seat harness buckles were painted Xtracolor silver



Cockpit section viewed from the cargo bay, first coat of grey primer has been sprayed on as this will show up any flaws that require additional work

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



Boeing Vertol Chinook HC.1, ZA718/BN, No.18 Squadron, sole surviving HC.1 from 'Atlantic Conveyor', Falklands, 1982. Dark Sea Grey/Dark Green/black finish; all lettering in black, with code 'BN' repeated on front of forward rotor fairing. Unit badge carried on both sides of rear rotor fairing



Above: Boeing Vertol Chinook HC.1, ZA705/EZ, No.7 Squadron, Royal Air Force, Beirut, 1984. Dark Green/Dark Sea Grey/black finish; all lettering in black with code 'EZ' repeated on front of forward rotor fairing. Union Jack on both sides of rear rotor fairing and below fuselage, ahead of front undercarriage legs

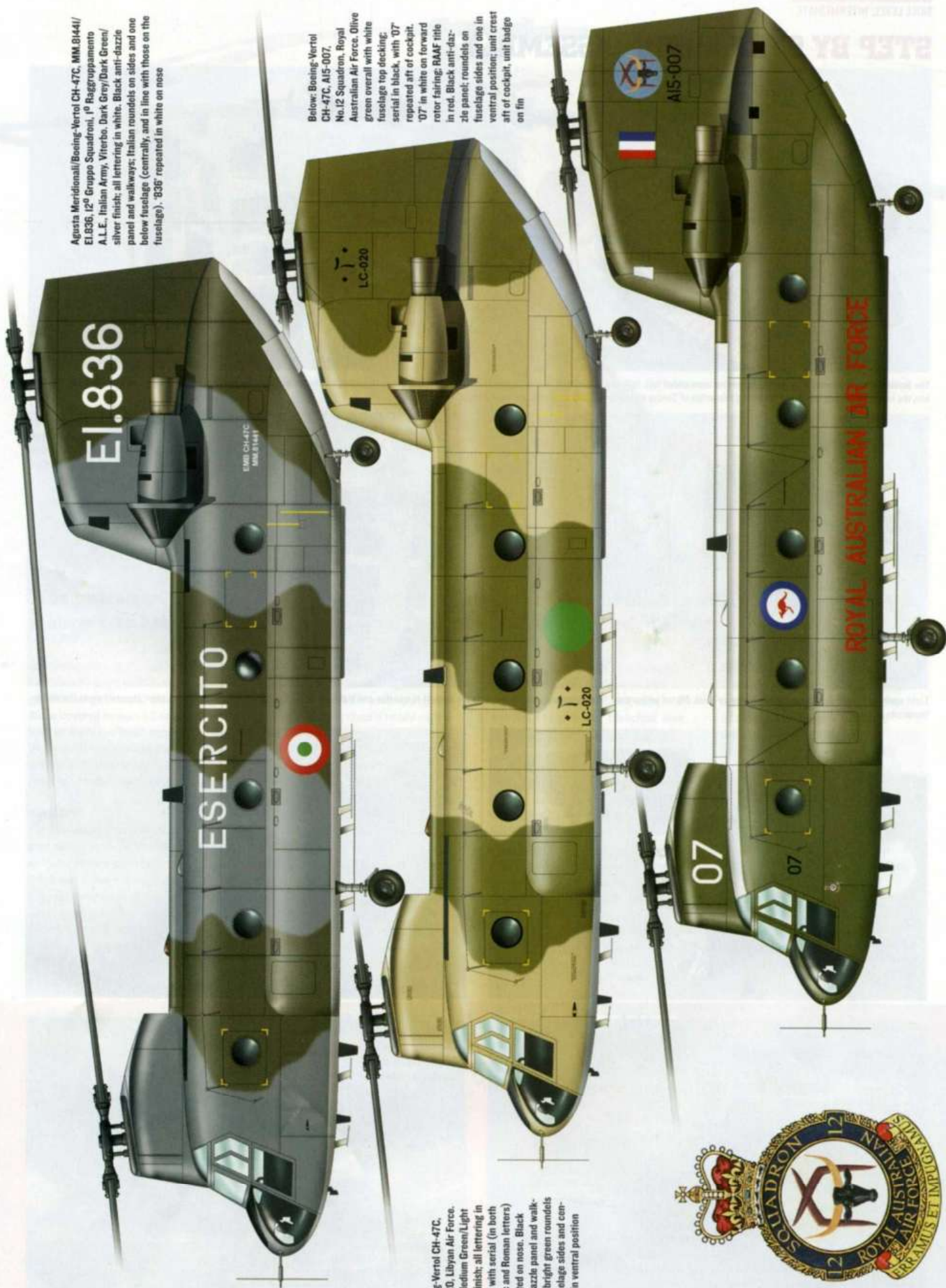
Right: Boeing Vertol Chinook HC.1B, ZA671, No.7 Squadron, in a commemorative scheme, 75th Anniversary of the unit. Dark Sea Grey/Dark Green/black finish; all lettering in black. Rear rotor fairing is blue with light blue lettering and stars; light blue band edged in white below. Note style of '7' on fin

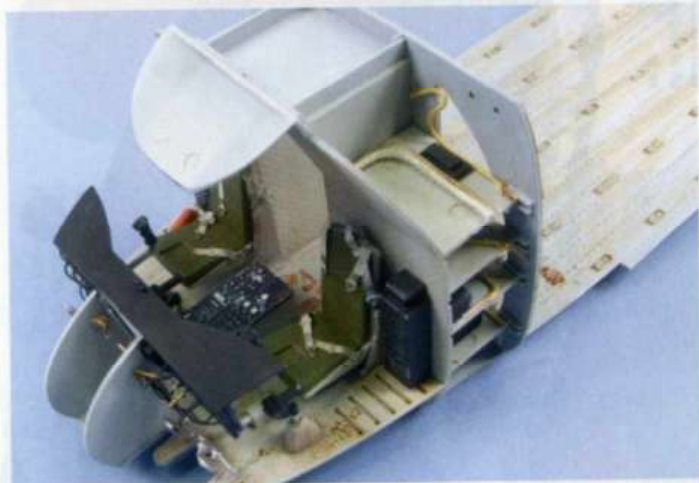


Agusta Meridionali/Boeing-Vertol CH-47C, MM.81441/
EI.836, 12° Gruppo Squadron, 1° Raggruppamento
A.L.E., Italian Army, Viterbo, Dark Grey/Dark Green/
silver finish; all lettering in white. Black anti-dazzle
panel and walkways; Italian roundels on sides and one
below fuselage (centrally, and in line with those on the
fuselage); '836' repeated in white on nose

Below: Boeing-Vertol
CH-47C, AIS-007,
No.12 Squadron, Royal
Australian Air Force. Olive
green overall with white
fuselage top decking;
serial in black, with '07'
repeated aft of cockpit.
'07' in white on forward
rotor fairing; RAAF title
in red. Black anti-daz-
zle panel; roundels on
fuselage sides and one in
ventral position; unit crest
aft of cockpit, unit badge
on fin

Boeing-Vertol CH-47C,
LC-020, Libyan Air Force.
Tan/Medium Green/Light
Blue finish; all lettering in
black, with serial (in both
Arabic and Roman letters)
repeated on nose. Black
anti-dazzle panel and walk-
ways; bright green roundels
on fuselage sides and cen-
trally in ventral position

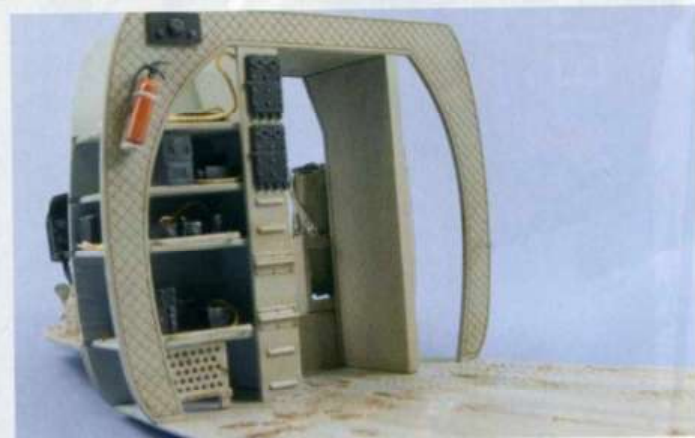


STEP BY STEP GUIDE - ASSEMBLY

The finished cockpit assembly; seats and harnesses were added last, followed by electrical wiring to give that 'busy' look. Fuse wire in varying thickness was used on the back of the instrument panel and the avionics bay, the insulated cabling was made by cutting thin strips of Tamiya masking tape and wrapping it around copper wire



Light washes of burnt sienna, raw umber and ivory black diluted with artists' turpentine was used throughout the cockpit to weather and highlight detail. Calibre 35 footprints (soft rubber 'stamps') made the muddy footprints in the cargo bay.



The 0.5in calibre machine gun mount was scratchbuilt from plasticard and the spent cartridge bag was made from metal foil



Crews removed the escape hatches to allow for a greater field of fire!



The finished engine nacelles were painted before attaching to the airframe, as this enabled painting behind the back engine cover and prevented dry overspray from spoiling the finish on the fuselage



Test fit the engine nacelle to the airframe to determine if any sanding is required



The very squat stance of the Chinook is very evident from head-on. The qualities of this new Trumpeter kit mean that it has a huge potential for both detailing and building it into a diorama environment

"The instrument fascia comes as clear plastic, which has to be painted black, but the dial fronts need to be protected, so I used Humbrol Maskol applied with a cocktail stick to each dial face"

up trumps (excuse the pun) again! After the fuselage was joined there was a huge gap left along the top of the airframe but this is covered by part B2 so you don't have to worry too much about filling it. Underneath the fuselage there is a small amount of filling and sanding to be done along the fuselage join, but that is it, easy!

PAINT TIME

Time to paint the model. Applying Alclad grey primer to the whole outside of the airframe gives a good indication of the finish and if there is extra filling required it would show up at this stage. Once again, after problems were dealt with the whole model was given a fine sanding with 800 grit wet 'n' dry, and then it was ready for colour.

SLAP ON THE GREEN

What colour green to use? The list is endless, and I will probably upset some, by saying does it really matter that much?! Looking at the photos on the 228th ASHB website there are so many different shades of green depicted, which one do you pick? The very nature of the climate in Vietnam bleached green quickly, so if you are depicting an aircraft that has been 'in situ' for a short time wind, rain, dust and moisture will all have taken their toll. I decided to mix my own greens using different coats to build up the colour. The first coat was sprayed on using Humbrol matt green (I16) mixed with black (33) in a ratio of 10:1. The second coat was Xtracolor XI53 mixed

with more Humbrol I16 in a 2:1 ratio. The third coat was Xtracolor XII6 heavily thinned and mixing with XI13 and X40I to give that 'bleached' look to the upper surfaces.

DECAL TIME

A gloss coat of acrylic varnish was applied before the decals went on, as getting a smooth and highly gloss surface is important to ensure there is no silvering of the decals, and when weathering with oil colour the acrylic varnish gives a protective layer to prevent the colours underneath from lifting. Although the kit decals are a bit thick, there are only a limited number and they went on quite easily over the glossy surface.

FINAL WASH

The next task was an extensive attack of washes, using a variety of media. The wash was based around Winsor & Newton oil colour for artists: Burnt Sienna, Raw Umber and Ivory Black used in thick and thin washes mixed with Daler-Rowney Turpentine. This is not as harsh as white spirit and will not remove underlaying paint. Also worth a mention is the use of weathering pigments. They give an excellent 'dusty' effect to the finished model, so CMK Stardust powders were used to good effect in varying shades to complete the weathering. ■

STEP BY STEP GUIDE - PAINTING



First stages of painting have been completed, so on with the decals; a high gloss surface finish is important to prevent decal silvering. To avoid handling the model during spraying, the undercarriage legs were taped down onto a piece of MDF to give a steady platform

FINAL VERDICT

■ There are a couple of minor areas where I believe criticism is due. Firstly the engine nacelles, as the intake framework around the nacelle is not a good fit and requires filling. Next, the rotor blades, as I feel that the modeller should be given the option to display the rotor blades in the folded position as this would save a huge amount of room, because this is a very big model otherwise. A personal comment I know, but I feel it would have been nice to have had the option of a rotor fold. Finally, there should be door-mounted machine guns included to make this helicopter a bit more interesting.

On the plus side Trumpeter have done an excellent job in hiding the top join between the two rotor gearboxes, and the fuselage join

Was it worth the money?

■ Definitely. Bring on the next version!

PHOTO FEATURE - CH-47

All photos © George Papadimitriou

This selection of images depicts Chinooks of the Dutch & Greek Air Forces



Port side view of a CH-47 operated by the Greek Air Force



One of the many ground access panels on the type, this one being above the front oleo unit on the starboard side



Close-up of the nose area with the crew access door folded down



Overall shot of the tail area with the access panels open on it and the engine



The large hinged access panel and working platform on the starboard side of the front rotor column



Useful image of the later-series engine fitted to the CH-47D, which was also retro-fitted to the A-series

BRISTOL'S BEAU

Overshadowed by the Beaufighter, the Beaufort still holds a very important part in aviation history and thanks to Special Hobby you can at last now build one in 1:72. But how easy is it to build...?



MODEL INFO

SPEC: Special Hobby 1:72 Bristol Beaufort Mk II 'Home Islands and Malta Area' **KIT NO.:** SH72083

MATERIALS: IM, PE, R **AVAILABILITY:** Hannants (UK Distribution) and Special Hobby stockists worldwide
PRICE GUIDE: £13.85

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Tamiya Extra thin cement
- Sidecutters
- #5 Tweezers
- Tamiya masking tape
- Milliput
- Sanding Sticks & Files
- Gunze Sangyo Mr Surfacer I2000
- Rustins Cellulose thinners



Recommended paints:

Alclad II lacquers:

Duralumin
Steel

Polly Scale acrylic:

F505266 British Dark Slate Grey

Xtracrylic acrylic:

XAI012 Night Black (BS642)

Xtracolor enamel:

X5 RAF Extra Dark Sea Grey (BS640)

X10 Matt Aircraft Grey/Green (BS283)

Decals Used:

Kits at War #K7/7 'War at Night'

Dimensions

Span - 57ft 10in (17.63m)
Length - 44ft 3in (13.49m)
Height - 14ft 3in (4.34m)

Dimensions - 1:72

Span - 244.8mm
Length - 188.75mm
Height - 52.5mm

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



BUILT & WRITTEN BY Rev. JOHN McILLMURRAY FROM THE UK

It was with some excitement that I received this model as the Beaufort has always caught my eye on trips to the RAF Museum at Hendon. I have never actually made the High Planes version, but I think it is fair to say that on opening the boxes of both kits it is the Special Hobby components that are the most pleasing to the eye. Great resin detail, crisp panel lines, choice of engines and a lovely little photo-etched fret all make for a tidy presentation. The clear parts too are nicely moulded, the instruction booklet clear and the decal options and paint schemes varied and interesting. I have to say, however, that if you are going to provide a photo-etched fret then you might at least provide the necessary trim tab actuators while you're at it, and as for the clear parts – what was the problem in going ahead with clear wing tips and landing light cover? Still, moans aside, everything that you would want in a limited-run kit is here and the only cleaning up to do after initial inspection was on the undercarriage.

SO HOW DOES THIS KIT BUILD?

In short, the actual build is trouble-free with the exception of the two-piece canopy & nose clear part, which gave me a real headache. The detail, although nicely presented, is however another matter and I will try to pick up on this as I go along. Before building commences a choice has to be made as to what surgery to perform, and

although not vital at this stage you may also want to come to a decision on what decal option or aircraft type you wish to model? I say that because the single worst item in the whole kit is the DF loop fairing seen on late Mk IAs and Mk IIAs. The problem is that the kit part is too small and is in solid plastic whereas in reality they were much larger and in clear Perspex, thus showing the DF loop inside (forget the painted one on the Hendon example). The only thing I could think of was casting a better DF loop like that in the Airfix Stirling kit in clear resin, painting a band around it to represent the loop, drilling up through the mount and filling the hole with black paint to represent the DF loop pole and then coating the fairing with a few layers of Humbrol Clear Cote. I was not however convinced I could make this work well enough so I opted from the outset to model an earlier version of the Beaufort. This meant not being able to model any of the three decal options given in the kit, but as these were slightly out of register and had questionably bright blue and red national markings I was not too upset by not being able to use them. I actually already had the Kits at War (#K7/7 'War at Night') decal sheet that includes two early Beaufort options: AO-1 of No.22 Sqn in RAF Dark Green and Dark Earth over – they say silver – but I think Sky given the date of 1940, and GX-S of No.415 Sqn in the later Coastal Command livery of Extra Dark Sea Grey and Dark Slate Grey over Special Night.

As for the surgery, some of it is optional and some of it is not. You may not wish to model your Beaufort with a torpedo slung underneath, so you will have much less work to do than otherwise as it is then a simple case of rescribing the bomb-bay door hinges in their correct locations after filling the original ones. Whatever you do there is one thing that makes a model and that is its clear parts, so I would really recommend that you give this area of modelling the utmost attention. Special Hobby has tooled its kit to show four carbon-copy portholes, two on each side of the fuselage, but this is incorrect. The first porthole on the left and right are much smaller than that in the crew entry door and also set a little lower (canopy sill line actually). As the apertures for the kit's clear parts are higher up, in line with the rear port holes, you will have to fill these in first before proceeding to drill out a smaller hole lower down. As for the rear portholes, the left side is perfect whilst the right side is not a porthole at all but a small oblong firing position, which I have only ever seen shut, in one photo. The kit porthole can easily either be reworked to represent this or the clear part added and a closed hatch rescribed over it. Note that the kit instructions and panel lines on the actual kit would have you believe that the hatch was the same size as that on the left, but this is simply not the case. Still with the left side of the fuselage, you may want to represent either one

ALSO RECOMMENDED...

References:

- *Air International* (November 1978)
- *Air Power* (January 1997)
- *Aviation News* No.7/13
- *Bristol Beaufort* by Tony Buttler, Warpaint Series No. 56 (Hall Park Books)
- *Beaufort, Beaufighter & Mosquito in Australian Service* by S. Wilson (Aerospace Publications Pty)
- *Beaufort Special* by B. Robertson (Ian Allan 1976 ISBN: 0-7110-0667-9)
- *Coastal Command 1939-45* by Ian Carter (Ian Allen Publishing)
- *Malta George Cross - Victory in the Air* by Richard J. Caruana (Modelaid International Publications)
- *The Royal Air Force of World War Two in Colour* by Roger A. Freeman (Arms And Armour)

⚠ Wear the right protective clothing when advised



KIT BUILD

SKILL LEVEL: INTERMEDIATE

STEP BY STEP GUIDE - INTERIOR



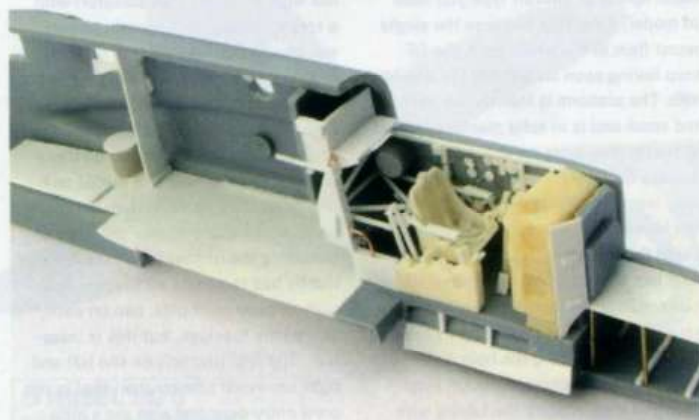
Modifications (see text) made to the starboard fuselage half



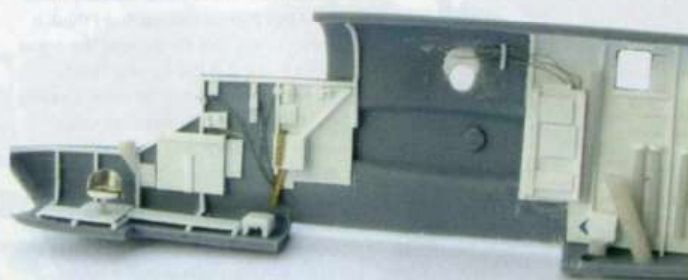
The modifications made to the port fuselage



Cut made to top of rudder to make it look more realistic



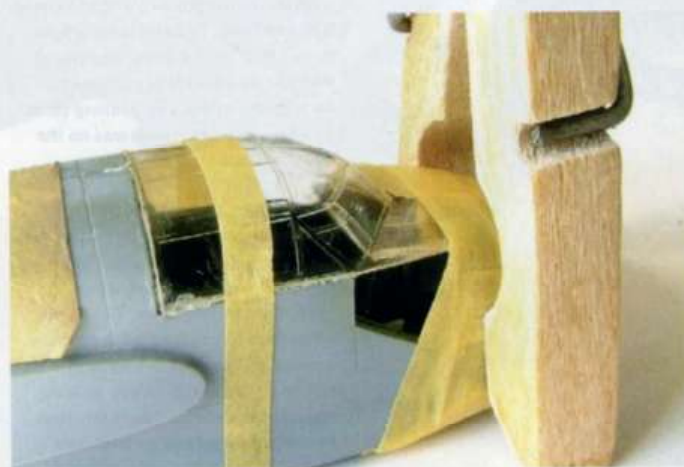
Close-up view of the detail in the cockpit area of the port fuselage half



The starboard side cockpit area before painting

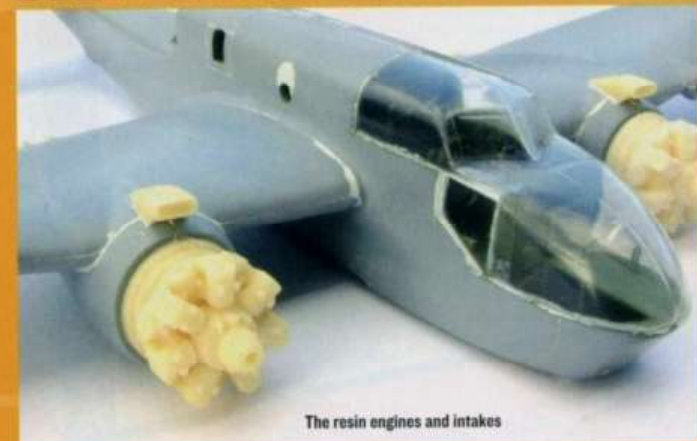


Overall view of the completed cockpit area once the fuselage halves are joined

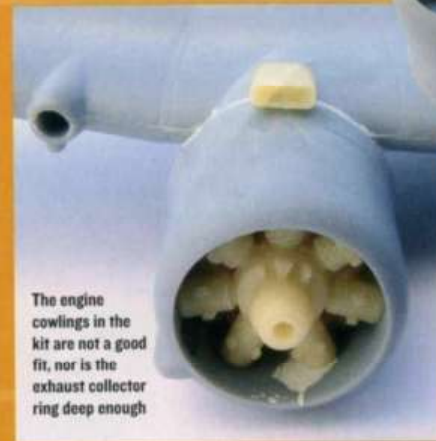


The extreme measures taken to try and get the glazed section to fit better!

STEP BY STEP GUIDE - ENGINE



The resin engines and intakes



The engine cowlings in the kit are not a good fit, nor is the exhaust collector ring deep enough



To remedy the collector ring deficiency this part from a Hasegawa Beaufighter kit (right) was installed instead



Wing tip and landing lights cut out of the wing panel



The wing tip lights were replaced with clear plastic and will later be polished to restore their clarity



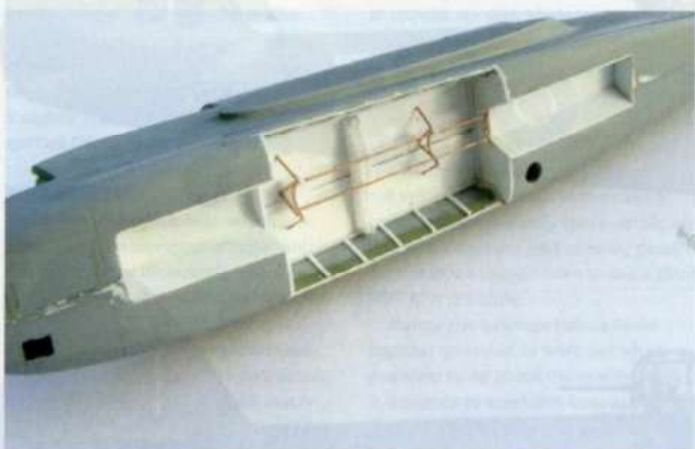
The 'trench' made in the lower wing panel within the confines of the wheel well



The port fuselage half once painted



Overall view of the starboard fuselage side once painted



The scratchbuilt bomb bay

← or both of the camera port holes, and if not modelling a machine with a clear Perspex rear firing gondola then you will also need a small oblong bombsight window in the nose area.

As I wanted to model the bomb bay the central section was cut away from each fuselage side along with the crew entry hatch from the left side – just for fun! Staying with the fuselage a little longer, note that on the real aircraft daylight can be seen when looking at the forward slanting part of the rudder; this can be achieved quite simply by sawing down with a razor saw. If you model the Mk IIA you will have to work out what to do about the rear turret detail as the kit represents the fuselage skin lower down as per earlier aircraft

(luckily for me!). Going back to the clear parts, the other areas of surgery are therefore the wings, as both the wing tip navigation lights and the left wing landing lights are represented by solid plastic. These are easy enough to cut away but you do need to give some thought as to what materials to use when replacing them? Perspex chunks from items like clear toothbrushes are ideal for the wing tips whereas very thin acetate superglues well to the borders of the landing light aperture. Other surgery on the wings includes the removal of a section of the lower surface in order to scratchbuild a trench for the main-gear wheel. You will hardly ever look into the gear bay after the kit is completed, but it is nice to model kits to →



Exhaust pipes to connect to the collector ring were made from brass wire



The end result is quite effective

Bristol Beaufort Mk I, L4458/OA-I, No.22 Squadron, late 1939. Dark Earth/Dark Green/Sky finish with code letters in Medium Sea Grey; serials and spinners in Night. 'A' type roundels on fuselage sides and below wings; 'B' type roundels above wings



Bristol Beaufort Mk I, N1172/AW-S, No.42 Squadron, 1941. Dark Earth/Dark Green/Aluminium finish with codes in Medium Sea Grey; serials, spinners and 'S' on nose in Night. 'B' type roundels above wings



Bristol Beaufort Mk I, EK979/35, No.1 Middle East Check and Conversion Unit, March 1944. Dark Earth/Mid-Stone/Azure Blue with code in white; serials in Night. 'B' type roundels above wings



Bristol Beaufort Mk II(A), DD896/G, No.39 Squadron, Luqa (Malta), winter 1942. Extra Dark Sea Grey/Dark Slate Grey/Azure Blue finish with code 'G' in white; serials in Night



Bristol Beaufort Mk VIII, A9-329/KT-D, No.7 Squadron, RAAF, Foliage Green/Earth Brown/Sky Blue finish with codes in white; serials in Neutral Gray. Blue/white roundels in six positions





"In short the actual build is trouble-free with the exception of the two-piece canopy & nose clear part, which gave me a real headache"

look as though they could actually work. Drilling out a muzzle aperture and shell ejector chute in either the left or both wings (depending on variant) is also advisable. The right wing needs a hole drilled just in from the large oil cooler duct, and this smaller duct actually has a slightly pronounced fairing but I never spotted this until the model was finished.

INTERIOR DETAIL

Apart from the pilot's seat, which is wrong, and the navigator's table, which has been tooled incorrectly with a curve in it, the detail given is fine but simply too limited. The aircraft's glazing is extensive and the kit's clear parts are clear enough to see nearly every detail, so it really helps if you can add much more than what is provided. Interior photos in the Warpaint volume are limited so you might like to visit www.beaufortrestoration.com as well as use

the photos in the Pilots Notes. This is sadly not commercially available but the library at RAF Hendon was able to provide me with photocopies of the relevant pages. Some of the scratch-building I did was due to my decision to open up the bomb bay as well as the crew entry hatch, work therefore that is otherwise unnecessary. Even with the references I had I still could not make out some of the details in the navigator's station, especially those details on the right side. I am glad of every detail I did put in, as I would have to say a good 90% of it is visible.

Before the fuselage halves come together you need to work out what you want to do about the rear turret. It is designed to sandwich between the fuselage halves before they are closed, but I much preferred to be able to put it in place afterwards. This meant some grinding away to make what I wanted

possible. Note that on this type's fuselage the spine did not meet the turret with a sharp apex but has a small slope downward at this point, and filing off the sharp point proved to make things even easier for me at the end of the build when it came to fitting the turret.

EXTERIOR DETAIL

With the fuselage halves together it is much easier to work out how to model the bomb bay bulkheads using a contour gauge. Note that the front bulkhead cuts across the concave bay ahead of it. The same may also be true of the rear bulkhead? The rear bay might well also be concave as the kit part suggests but I did mine flat by mistake rather than judgement. Note also how the doors of the front and rear bays hinge inwards. The doors of the middle section are in two parts each side and the inner doors do not meet

centrally on the centreline of the torpedo tube, as this would make the right side inner door too wide, causing problems when folding back in on the outer door. Clearance for the retraction scissor arms is provided by the inner doors having cut-outs in each end, the doors only being as long as the outer doors where they are hinged together. From a modelling point of view it is probably best to use pewter sheet and mould it over the kit doors before surgery in order to get the correct curve.

With the fuselage halves together any final details in the navigator's station, like the scratchbuilt bombsight and desk lamp, can be added before the canopy goes on.

CANOPY

The kit's canopy comes in two parts, a one-piece canopy & nose glazing and a small right-hand side part for the two





irregular shaped windows. I was already aware of the problem in the canopy being a little too wide from the dry-fitting I undertook before construction, but I did not want to increase the width of the fuselage as this would throw out the fit of the front window, which was a poor fit as it was! I therefore hoped that with just a small increase in width in the top deck aft of the canopy, a mixture of plastic cement and superglue plus some pressure on the nose area (due to this wanting to splay outwards on the right hand side) I might just get away with manipulating the main canopy part to fit. It worked – but not before I got a couple of large glue stains on the main cockpit area and caused the inside to be coved with a thousand tiny stress fractures resulting from the pressure I had applied. I have never before ruined both the inside and outside of a canopy in one go! As for the smaller side clear part it was a good millimetre short in both height and length and I was sure I hadn't done anything bizarrely wrong?

Sheet plastic and filler blended in the mess I was making and then it was a case of having to sand down the canopy frame detail to get to my glue stains. I had tried my best to block all the apertures prior to all this work but this was not done well enough and sadly lots of foreign bodies got inside the glazed area during this most difficult stage of the entire build.

ENGINES

As mentioned the Special Hobby kit comes with a choice of either Bristol Taurus II engines or the slower but more reliable Pratt and Whitney Twin Wasp engines. Both are well cast resin items, although my Taurus engines were sadly deformed (detail-wise) by probably being from the end of the mould's life. With just a little work the casting block of each engine fits snugly into the aperture of the gear bay. The fit of the engine cowlings is superb as it slides over the resin detail so snugly that hardly any superglue is needed!

As the cowl flaps have no occupation in holding the cowl in place these can be thinned out with a hobby drill to look even better from the rear. Sadly the front of the engine cowlings is so open that it is more like a Do 17 than a Beaufort Mk IA! This is due, it would seem, to under-representing the armoured exhaust ring. Now it just so happens that if you ever bought one of the excellent Hasegawa Beaufighter kits you will be aware that all the kits came with a choice of exhaust rings as separate items. I was glad I had kept my spares as they had only a marginal increase in circumference, which sanded back, nicely once cemented to the surgically altered kit cowlings. Even with the much narrower opening given by the Hasegawa replacement exhaust ring you can still clearly see the exhaust system, so I set about representing at least the front bank of exhaust pipes using copper wire. One of the great benefits of using the Hasegawa part was that it had a moulded ledge just inside the

armoured ring, which I was able to use to hide somewhat the ends of the exhaust pipes. The only other improvement over the kit cowlings involves the use of thin strips of Tamiya masking tape to mimic the thin plates that cover over the cowl flap joins on the real aircraft.

PAINTING & DECALING

Once a few more scratchbuilt items had been located, like an early style retractable direction finding aerial on the fuselage spine and a number of small pylon style ducts aft of the engine cowlings, it was time to mask off and spray. Halfords primer was used as an undercoat but I have since started to use the Gunze Sanyo Mr Surfacer 1200 that is by far the better product. The aircraft's three colours were a bit of a mixed bag as I just wanted to use what I had available at the time, so the Special Night came from the Xtracrylic range, the Dark Slate Grey from the Polly Scale range and the Extra Dark Sea Grey from



The kit does not have the prominent landing lights in the leading edge of the port wing, so these were scratchbuilt (see accompany text)



Much detail can be added to this kit, such as the aft hatch on the port side



"If you model the Mk IIA you will have to work out what to do about the rear turret detail as the kit represents the fuselage skin lower down as per earlier aircraft"

the Xtracolour range. It was a real joy to use Xtracolour again after a long time of messing around constantly cleaning acrylic-hardened airbrush needles; I really do not see the attraction any more in acrylic paints – what's the rush anyway? The Xtracolour enamel was thinned with 40% Rustins Cellulose thinners and was a beautifully smooth and shiny rock solid surface by the next day! The Polly Scale Dark Slate Grey required a gloss coat, which came from the same stable, and thus my mixed paint-range model was ready for decaling.

As it transpired, the paint was not the only material that turned out to be from various sources as the Kits at War national insignia were unusable, the blue being almost black and the fin flash and upper wing roundels being too small. These last two items ended up coming from a Tally Ho! Wellington sheet whereas the replacement fuselage roundel came from a very old Superscale Hurricane sheet. This left me only using the Kits at War codes

and serial number, which although placed on a glossy surface with a fair amount of Microscale Set and Sol, just did not want to settle down, and sadly resulted in much silvering.

WEATHERING

Before any camouflage paint had been applied a coat of Alclad Duralumin had been sprayed over the upper surfaces. Humbrol masking fluid (Maskol) was then added here and there with an old spiky brush. Although applied in small amounts due to the scale, the majority of the deposits could be discerned under the surface of the camouflage later on. A round-headed blade was then taken to the surface of the model and the upper paint layers lifted to reveal the paint chipping effect. Panel lines are normally accentuated whilst the aircraft is in a glossy state to ease the flow of the thinned oil, but sometimes I like to do this when the model is matt as this enables the oil to produce realistic stains, if done in moderation. It was

whilst doing this that, to my horror, I realised that Special Hobby have tooled the upper wing to give the impression that the outer landing flap deploys completely when in fact only the lower skin moves. I had made matters even worse by running thinned oil paint into this 'hinge' detail. The only thing I could think of doing was to mask off the area as neatly as possible and apply Milliput. This then had its excess removed using a wet round-headed blade. The Tamiya masking tape was removed and the slight lip in the Milliput caused by the Tamiya tape eliminated with a wet finger as cleanly as possible. The depth of the trench and the use of water and my finger naturally resulted in the Milliput shrinking a little, but after respraying the remedy was good enough as a slight trace of a panel was left anyway.

FINAL DETAILS

After the replacement canopy frame detail was added using decal strip sprayed Interior Green followed by the

upper camouflage colours, the final details of the model were added. On the wings these included some exhaust ring braces from small lengths of wire. I placed mine according to what I could see in the majority of photos, but the photos did show variations. Remember also to set the cowlings differently as the right cowling has the exhaust outlet on a line with the gear bay door hinge whilst the left exhaust is mid-way up the gear bay. This is shown to effect on the front page of the instructions although not mentioned elsewhere in them. Brake pipes, gear door bull bars and drilled-out axles add a great deal to the undercarriage areas, whilst much of the retraction detail either needs replacing due to being a little overscale, or because you have decided beforehand to scratchbuild that trench for the main gear. The kit would have you locate the retraction struts (parts E9 x4) at such an angle as to have them meet the ends of the main support braces (parts E13 x4) which is



The canopy is probably the most disappointing aspect of this kit, it really is a physical struggle to get it to fit!



The rear turret is pretty good from the box, but does benefit from added detail, as it is quite a focal point

STEP BY STEP GUIDE - PAINTING & FINISHING



Once painted the decals begin to be applied



Paint chipping (see text) on the wing root



The erroneous flap 'hinge' line on the upper wing surface



The remedy to the hinge line



The support stays for the collector ring have been added



Details and hoses added to the undercarriage legs from wire



All the retraction arms and linkage were added to each wheel well



The gun ring added in the upper, aft fuselage



The torpedo was built and detailed to look more effective

John spent a lot of time adding the bomb bay and the torpedo, as after all this is what the Beaufort was famous for using operationally

Extra work is needed with the undercarriage and wheel wells (see accompanying text), it is time well spent though





"The aircraft's glazing is extensive and the kit's clear parts are clear enough to see nearly every detail, so it really helps if you can add much more than what is provided"

incorrect as the retraction arms end much further forward and inside of the supports rather than in line with them. As the kit retraction arms are so thick there is simply not enough room to relocate them to the inside, so it is best to use much thinner scratchbuilt versions. Likewise the central hydraulic arm is raked so far back by the lack of a trench that it too is at the wrong angle. A note on Beaufort main gear wheels: I really had wanted to use the True Details wheels but they looked so terribly undersized both in height and especially width that I was reluctant to use them, even though the hub detail was vastly superior to that represented in this kit. At a glance the High Planes kit wheels looked better. For the record the aircraft's wheel should be approx 3ft 4in high, 1ft 2in wide and have a hub that is 16in across. How does this

compare with the True Details wheels and the kit's wheels? Well, they are 3ft 2in high, 11in wide, with a 19in hub. The kit parts are 3ft 6in high, 1ft 2in wide and with a whopping 21in hub! Anyway now you know, but it is hard to do anything about it. Before leaving the wings the final extra details included small scratchbuilt trim tab actuators on the lower surfaces of the ailerons.

A number of details still needed added to the main body of the aircraft. As mentioned earlier I wanted to locate the rear turret at a much later date than the instructions suggested, but what about the turret ring and seat? It was not possible to fit them glued to the clear part so the ring was located first. Not shown in the photos is the simple pole I used to represent the mount for the Lewis gun, which likewise could not be added latter. The

resin Lewis gun is very well detailed but extremely delicate. The torpedo was a bit of a headache to make as you are required to saw into the rear end of the cemented torpedo a perfect 'x' shape for the photo-etched fin and propeller detail to slide into. Once completed it was sprayed Special Night at the front and Alclad II Steel at the rear. Two areas need further attention, however: an arming propeller if modelling a 'live' weapon is needed at the front, and a replacement cross-wise board is needed at the rear. The photo-etched item was too short in its width across the belly of the aircraft so the right-hand side downward board hit the belly of the aircraft thus making the torpedo sit in the wrong position. Some braces for the downward facing boards are a helpful extra as is the inclusion of the two cables lassoed around the centre of the torpedo whilst

hung on its cradle. By the way I am not sure what colour the boards at the back should be. I have only one colour photo where it would appear they are either light grey or metal, so as I thought these items were made of wood I opted for the grey paint. Although seen in the decal/paint instructions, no mention is given as to the three downward recognition lights that need painting (from the front they are red, green and finally amber). The rudder also needs its actuators scratchbuilt, the elevator trim tab actuators likewise; engraved detail shows where to place these. Of the three kit-supplied aerial masts needed for an early variant only the one aft of the crew entry hatch was replaced, as it was overly thick; thankfully I had a spare photo-etch item from an old Eduard Beaufighter set, which was just the ticket. ■



The extra work carried out with the engines and wheel wells lift the overall model considerably

FINAL VERDICT

■ The clear parts are a real challenge and I wouldn't recommend tackling this kit just yet if you are not used to such difficulties. It is possible to do half the work I have done and still have a great Beaufort model, but I have to say that I really enjoyed this little model and everything I did to it was, for me, worth the effort. There are a few things I wish I had done better, like one of my fuel dumps being at a funny angle and keeping the moulded detail of the central frame of the landing light cover. This is much too thick but I left it to help keep the shape of the curved acetate – never mind.

Was it worth the money?

It upsets me that British subject matter requires more effort than your average German subject, but that is the way the industry has gone. If you can cope with this frustration and persevere then here is one more excellent British aircraft for your collection.

ROSATELLI'S ROCKET

BUILT & WRITTEN BY
RICHARD J. CARUANA

Certainly the best-known biplane from the famous Fiat line of aircraft designed by Celestino Rosatelli (CR.1 of 1923 to CR.42 of 1938), the CR.32 could be found in large numbers within units of the Regia Aeronautica at the time of the Spanish Civil War (1936-1939). It had also garnered a vast amount of publicity through the displays of the national aerobatic team, and established a series of world records.

Rosatelli was a cautious and brilliant designer who built his series of fighters by refining each one, a stage at a time, from the basic CR.10 powered by a 400hp Fiat A.20 engine, to the CR.20 and CR.20 Asso (the latter fitted with the 450hp Isotta Fraschini Asso) and the beautiful CR.30 of 1932 powered by a 600hp Fiat A.30. Fast and manoeuvrable for its time, the CR.30 won the Dal Molin Cup at an early stage of its career but was built only in small numbers for service with the Regia Aeronautica due to work on the CR.32 being already at an advanced stage. One can, therefore, consider the CR.32 to be no more than a radical refinement of the CR.30, fitted with a new version of the Fiat A.30 (R.A.), a water-cooled 12-cylinder upright V in-line engine designed by Ing. Zerbi through experience gained whilst working on the Schneider Trophy powerplants. Rosatelli reduced the wing by nearly 5 m², thus improving manoeuvrability. This move, however, reduced the fighter's range as fuel tankage in the upper wing had to be decreased.

Francesco Brack-Papa took the prototype, MM.201, up for its first flight from Fiat's Aeritalia airfield in Turin on 28th April 1933. Official military evaluation of the prototype was soon followed by conspicuous production orders from the Regia Aeronautica, with the first batch of 50 machines (MM.2589-2638) being delivered between March and August of the following year. These were followed by 124 examples in 1935, 223 in 1936, 318 in 1937, 287 in 1938 and a final delivery of 50 machines in 1939, bringing total production to 1,052. These consisted of 282 *prima serie* (first series), 283 *bis*, 150 *ter* and 337 *quarter* versions. Armament of the CR.32 consisted of a pair of 12.7mm machine guns above the nose, synchronised to fire through the arc of the metal, twin-blade propeller. The *bis* version, however, could be identified

through the additional installation of a pair of 7.7mm guns in the lower wings; this extra weight negatively affected the fighter's performance, and such an arrangement was discontinued on later versions.

As from March 1935, a number of CR.32s were awaiting delivery to the Regia Aeronautica. These were soon re-equipping a number of frontline units, including 4^o Stormo at Gorizia, 1^o Stormo at Campoformido and 3^o Stormo at Bresso. By May of the following year the type could be found equipping 2^o Stormo, 53^o Stormo at Mirfiori and 52^o Stormo at Ghedi. Conversion to the CR.32 proved uneventful, and units soon settled down to their routine on the new mounts. But not for long...

IN SPANISH SKIES

T by sea at the Moroccan port of Melilla in mid-August 1936 and were transferred to Tablada after the aircraft had been reassembled and flight-tested at Nador airfield. These aircraft formed the nucleus of the

Aviazione Legionaria that was to provide an essential contribution to General Franco's eventual victory. By the 21st of that same month, the CR.32s were already operational, scoring their first victory with the shooting down of a Nieuport 25 over Cordoba. The arrival of more CR.32s enabled the fighter element of the Aviazione Legionaria to be organised into the 3^o Stormo Caccia, which consisted of the VI Gruppo 'Gamba di Ferro' (31, 32 & 33 Squadriglie), the XVI Gruppo 'Cucaracha' (24, 25 & 26 Squadriglie) and the XXIII Gruppo 'Asso di Bastoni' (18, 19 & 20 Squadriglie). A further two autonomous units were formed on the CR.32, namely the Squadriglia Autonoma Mitragliamento 'Frecce' and X Gruppo Autonomo Caccia 'Baleari' (101 & 102 Squadriglie). A total of 405 CR.32s found their way to Spain, nearly half of the total production, of which 73 were lost in action. Very soon the CR.32 pilots were encountering new Soviet types that were not as easy to intercept and shoot down as the earlier, older

aircraft types flown by the Republicans. They suffered quite a setback with the appearance of the Tupolev SB 2, and the even more formidable I-16 Rata appeared during October-November 1936. On 2nd November Ten, Adriano Mantelli, popularly known as 'Arrighi', dispelled the myth surrounding the new Soviet types by shooting down an SB 2 over Talavera de la Reina; he had been observing the route these bombers were using, waited for their passage and dived from a high position. The rudder from the downed bomber was sent to Amadeo, Duke of Savoia (later Italian Governor-General of Italian East Africa), with the inscription 'La Caccia Non Serve' ('There is no need for fighter aircraft'), a comment aimed at a high-ranking group of officials advocating the strategic importance of the bomber and its invincibility in modern warfare. Notwithstanding the CR.32's deficiencies in speed and armament,



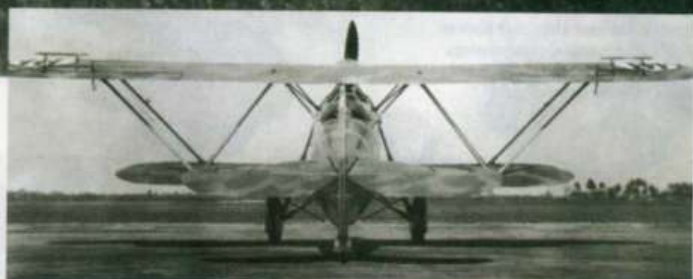
'Crazy flying', characteristic of Italian pilots flying Fiat fighters, emulating their 'Warren Truss' interplane struts, performed during many a public display. CR.32 pilots of XVI Gruppo 'Cucaracha' show off in front of the camera, this time in Spanish skies as part of the Aviazione Legionaria (© R.J. Caruana Archives)



Second generation CR.32, the 'bis' version distinguishable by the 7.7mm wing guns installed in the lower wings. A pair of 12.7mm guns can be seen fitted on top of the forward fuselage (© R.J. Caruana Archives)



An early production CR.32 finished in a three-tone camouflage scheme devised by Fiat using the 'Mimetico' series of colours (© R.J. Caruana Archives)



Experimentation with camouflage and markings, initiated during the Spanish Civil War, led to the standardisation of a three-tone mottled scheme as worn by this CR.32. This type of camouflage remained in use until replaced with a uniform top finish in dark green during the later stages of the Second World War (© R.J. Caruana Archives)

Italian pilots discovered the advantages of their higher experience and excellent training. Many names earned legendary status: García Morato (35 victories) and Adriano Mantella, leading *Aviazione Legionaria* ace with 24 victories. At the end of February 1939, the air battles in Spain came to an end, the opposing force having fielded 550 I-15s, 275 I-16s, 210 SB 2s and a mixed bag of some 500 other aircraft. By that time, however, similar to the Italian contingent, these consisted of outdated equipment compared to the 400 German aircraft in use by the *Condor Legion*, which had availed itself of the situation to perform a full dress rehearsal for the conflict that was to follow.

Of special interest is the reintroduction, on an experimental basis, of camouflage on Italian aircraft. CR.32s at Cáceres were the first to don a coat of paint over their shiny silver finish that had proved too easy to spot. A providential gale covered the parked aircraft with a coat of reddish sand, making them practically invisible from the air; the Italians soon followed nature's example, as aircraft soon emerged sporting a camouflage finish.

THRILLING THE CROWDS

The first official Italian aerobatic display was organised by 1^o Stormo on 12th July 1928, at Rome's Littorio airport. To celebrate the arrival of the Bellanca

Pathfinder of transatlantic aviators Roger Williams and Lewis Jancey, two three-ship formations and a reserve aircraft put up a spirited display using brand new Fiat CR.20 fighters on loan from 7^o Stormo. 1^o Stormo performed again at Milan in June 1930, then, on 14th September it took its new Fiat CR.20bis fighters on an epic tour of the Balkans, with superlative performances at Bucharest, Belgrade, Sofia, Istanbul, Athens, and Tirana, Albania. This initiated a golden age in Italian aerobatics, using Fiat fighters, that was to last up until the beginning of the Second World War. On 20th June 1937, the 4^o and 6^o Stormo performed at Budapest and then, on 24-25th July, took part in the Air Meeting at Zurich, where the Italian team placed second (by half a point!) amid thirteen competing national teams. On 21st August the units embarked twenty-one CR.32s on the merchant ship *Gloriastella* and sailed for Peru, the first leg of a tour of South America. Capitano Molinari led the Mirafiori group (formed from pilots of 53^o and 3^o Stormo), while Capitano Vida led the Campoformido group (formed from 1^o Stormo). On 28th October, they performed at Los Cerillos Airport in Santiago, Chile. Ten aircraft then made a formation crossing of the Andes into Argentina, where the unit performed at Buenos Aires on 14th November. Two days later the CR.32s

went to Montevideo and then by ship to Rio de Janeiro. On 10th January 1938, they performed their final South American display at Campo di Marte, San Paolo di Brazil.

OBSOLESCENCE

The relative success gained by the CR.32 in Spain led high-ranking officials within the Regia Aeronautica to rest on their laurels, negatively slowing down aviation development in Italy with the delay of the monoplane's introduction. In fact, a handful of Fiat G.50s were the only other Italian fighters operating in Spain during the final stages of the civil war. Preference was given to further development of air-cooled radial engines, creating an enormous technological gap between the Fiat A.30 powering the CR.32 and the next in-line version to be adopted by the Italian wartime industry – the licence-built version of the Daimler Benz DB601. This led the Regia Aeronautica to have to rely heavily on biplanes (CR.32s and CR.42s) on Italy's entry into the Second World War, as 328 CR.32s were still to be found within frontline units. While the situation was not so critical close to home – with 3^o Gruppo based in Sardinia, 2^o Gruppo in Puglia, 160^o Gruppo in Albania and 161^o Gruppo in the Aegean – the situation in North Africa and Ethiopia soon became dra-

matic. To complicate matters, CR.32s from 2^o Stormo in Libya were taken over and used in the ground-attack role by the 50^o Stormo Assolto, as grave difficulties were found in operating the latter's Breda Ba.65s and Caproni Ca.310s. Fitted with racks for the carriage of small bombs, they were employed to counter armoured units harassing Italian ground forces until the loss of Cyrenaica in February 1941. CR.32s of the 410 and 411 Squadriglie in East Africa formed about half the fighter element in that isolated region. Dwindling daily due to a high rate of attrition, these CR.32s managed to perform important tactical operations in Ethiopia.

Eventually all CR.32s were relegated to training duties with flying schools at Gorizia, Rimini and Castiglione del Lago, notwithstanding their uneconomically high fuel consumption. While 231 CR.32s were on strength in December 1941, 152 examples were still available (on paper) on 31st July 1943.

Small numbers of CR.32s were sold to foreign operators, such as China, Venezuela and Paraguay. Twelve examples were acquired by Austria, which following the Anschluss of 1938 were taken over by the Luftwaffe. The only other major operator was Hungary, whose CR.32s were relegated to training duties after the acquisition of CR.42s and Reggiane Re.2000s. ■

FIAT CR.32



Fiat CR.32, '2', III^o Stormo Caccia, Aviación de el Tercio, August 1936. Silver overall except for the polished metal areas; black/white/black bands on rear fuselage and below lower wings. White tips of top wings with black disc (above and below) and white 'St Andrew's Cross' above top wings further inboard; white rudder with black cross



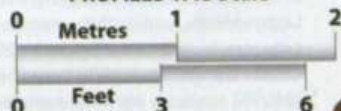
Fiat CR.32, 435/3-12/19, 19^a Squadriglia of the XXIII^o Gruppo Autonomo Caccia 'Asso di Bastoni', 1938. Giallo Mimetico I/ Verde Mimetico I/ Marrone Mimetico upper surfaces with aluminium undersides; White upper wingtips with two black bands above. Two black bands below lower wing; black discs on fuselage sides and below upper wings. Codes and serials in black; '19' in white over a red flash on wheel spat



Fiat CR.32, 'White 3', X^o Gruppo Autonomo Caccia 'Baleari', Son Juan, 1936. Giallo Mimetico I/Verde Mimetico I/Marrone Mimetico upper surfaces with Aluminium undersides; see below for uppersurfaces pattern and markings. Black discs on fuselage sides and below upper wings. White 3 on fuselage



PROFILES 1:48 Scale



Fiat CR.32, 'White 5', X^o Gruppo Autonomo Caccia 'Baleari', Son Juan, 1936. Finish and markings similar to 'White 3' above. Bulldog marking is carried on both sides





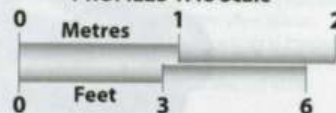
Fiat CR.32, MM.3023/85-5, 85^a Squadriglia, 18^o Gruppo, 3^o Stormo, spring 1938. Aluminium on all surfaces except metal panels which remain unpainted; green/white/red stripes to vertical and horizontal tail surfaces. Codes in black; serial in white, with black drop shadow. The aircraft also carries the 30 Stormo badge and a Squadriglia commander's pennant. '3' in red and XVIII in black on fin; Wing markings in black over white background

Right and Below: Fiat CR.32, 79-1, 79^a Squadriglia, 6^o Gruppo, 10 Stormo, 1936. Upper surfaces in bands of Giallo Mimetico I/Verde Mimetico I/Marrone Mimetico with aluminium undersides; spinner in natural metal. Green/white/red stripes on vertical and horizontal tail surfaces; 10 Stormo badge on rear fuselage

FIAT CR.32, MM.2830/155-6, 155^a Squadriglia, 3^o Gruppo, 6^o Stormo 'Diavoli Rossi', Campofornido (Udine), early 1936. Aluminium doped overall except for metal areas which remain unpainted; green/white/red vertical and tail stripes. Wing markings in black over white background; codes in black/red. Script, including serial, beneath tailplane in white with black drop shadow

Fiat CR.32bis, 73-5, 73^a Squadriglia, 4^o Stormo, participant of the 3^a Giornata dell'Ala, Roma Littorio, 1936. Aluminium overall except for natural metal panels; codes in black. Green/white/red stripes on vertical and horizontal tail surfaces; serials in white with black drop shadow. Wing markings in black over white background; 4^o Stormo badge on rear fuselage

PROFILES 1:48 Scale



FIAT CR.32

**Model
AIRPLANE**
INTERNATIONAL
Original Artwork by
Robert J. Carano © MAR 2006



Fiat CR.32, 358-I, 358^a Squadriglia, 22^o Gruppo, 52^o Stormo, Chedi, autumn 1936. Giallo Mimetic 3/Verde Mimetic 3 upper surfaces with Grigio Azzurro Chiaro undersides; codes in black/red. Rudder stripes in green/white/red; spinner natural metal. Unit badge on fuselage; note Squadriglia commander's pennant. Wing markings in black over a white background



Fiat CR.32 Quater, MM.4070/364-7, 364^a Squadriglia, 150^o Gruppo, 53^o Stormo, Caselle Torino, autumn 1938. Upper surfaces in Giallo/Verde/Marrone Mimetic colours with Aluminium undersides; codes in black/red, serial in black. Rudder stripes in green/white/red; wing markings in black with white background



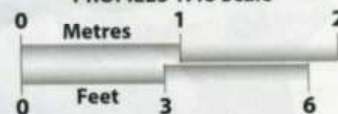
Fiat CR.32, MM.2856/360-3, 360^a Squadriglia, 52^o Stormo, Ponderosa (Pisa), summer 1939. Giallo Mimetic 1/Verde Mimetic 1/Marrone Mimetic upper surfaces with Aluminium undersides; codes in black/red. Rudder stripes in green/white/red; national markings in black over white background. Spinner natural metal with red tip

Fiat CR.32, MM.4149, 410^a Squadriglia Addis Abeba, winter 1940-41. Giallo Mimetic 3/Verde Mimetic 3 upper surfaces with Grigio Azzurro Chiaro undersides; codes in black/red, serial in white. White panel on fuselage sides, with black 'St Andrew's' cross superimposed; white cross on rudder, natural metal spinner. Wing markings in black, with white background



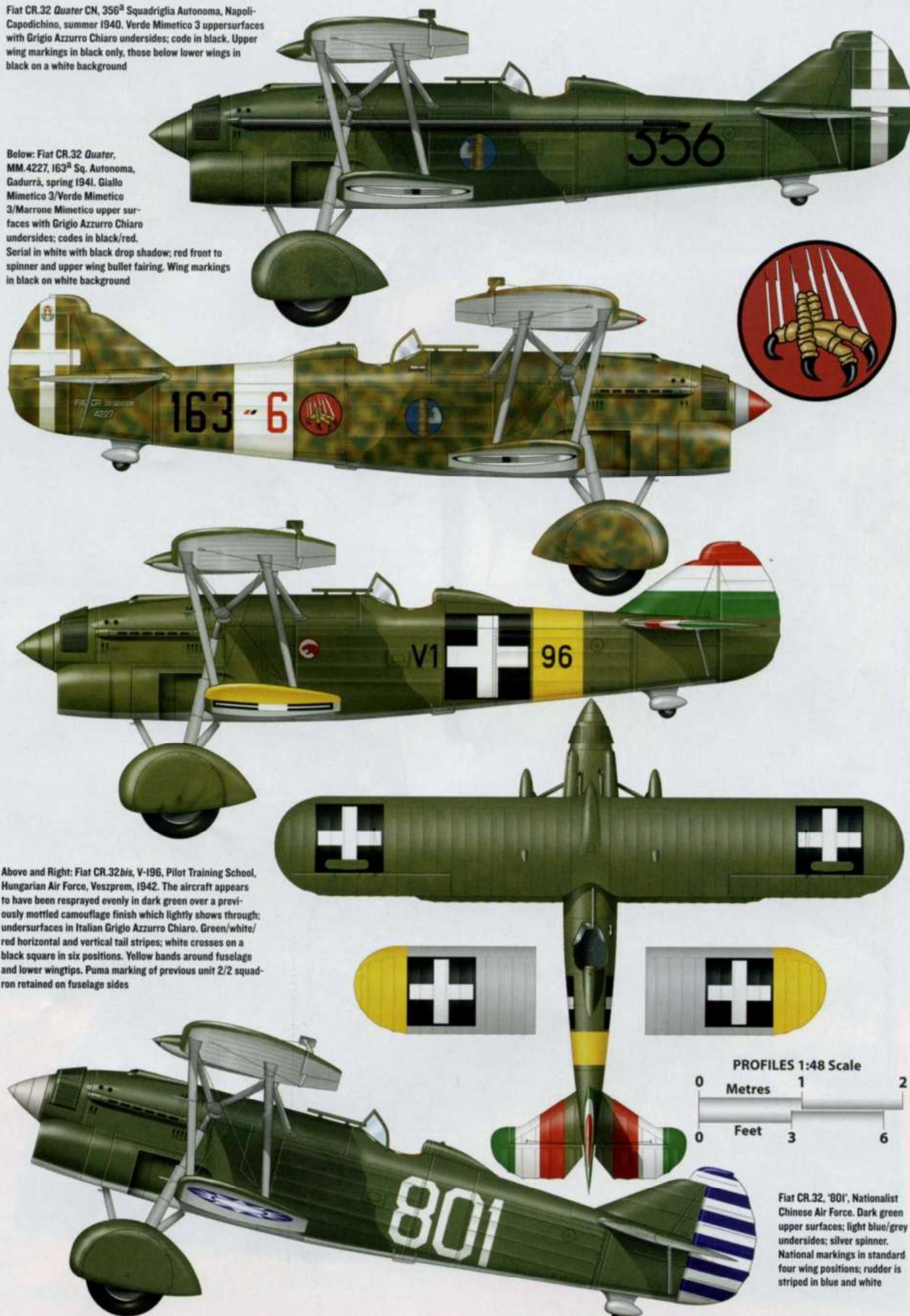
Fiat CR.32 Quater, MM.4666/160-10, 160^a Squadriglia, 12^o Gruppo, 50^o Stormo Assalto, Libya, June 1940. Giallo Mimetic 3/Verde Mimetic 3 upper surfaces with Grigio Azzurro Chiaro undersides; codes in black/red. Serial in white with black drop shadow; wing markings in black with white background

PROFILES 1:48 Scale



Fiat CR.32 Quater CN, 356^a Squadriglia Autonoma, Napoli-Capodichino, summer 1940. Verde Mimetico 3 uppersurfaces with Grigio Azzurro Chiaro undersides; code in black. Upper wing markings in black only, those below lower wings in black on a white background

Below: Fiat CR.32 Quater, MM.4227, 163^a Sq. Autonoma, Gadurra, spring 1941. Giallo Mimetico 3/Verde Mimetico 3/Marrone Mimetico upper surfaces with Grigio Azzurro Chiaro undersides; codes in black/red. Serial in white with black drop shadow; red front to spinner and upper wing bullet fairing. Wing markings in black on white background



Above and Right: Fiat CR.32bis, V-196, Pilot Training School, Hungarian Air Force, Veszprem, 1942. The aircraft appears to have been resprayed evenly in dark green over a previously mottled camouflage finish which lightly shows through; undersurfaces in Italian Grigio Azzurro Chiaro. Green/white/red horizontal and vertical tail stripes; white crosses on a black square in six positions. Yellow bands around fuselage and lower wingtips. Puma marking of previous unit 2/2 squadron retained on fuselage sides

Fiat CR.32, '801', Nationalist Chinese Air Force. Dark green upper surfaces; light blue/grey undersides; silver spinner. National markings in standard four wing positions; rudder is striped in blue and white

**MODEL INFO**

SPEC: Fisher Model & Pattern I:32

Grumman F9F-8T/TF-9J Cougar

KIT NO.: 3203 MATERIALS: R, PE

AVAILABILITY: Direct from manufacturer

PRICE GUIDE: \$195 + P&P

BUILT & WRITTEN BY JOHN 'TIGGER' WILKES FROM THE UK

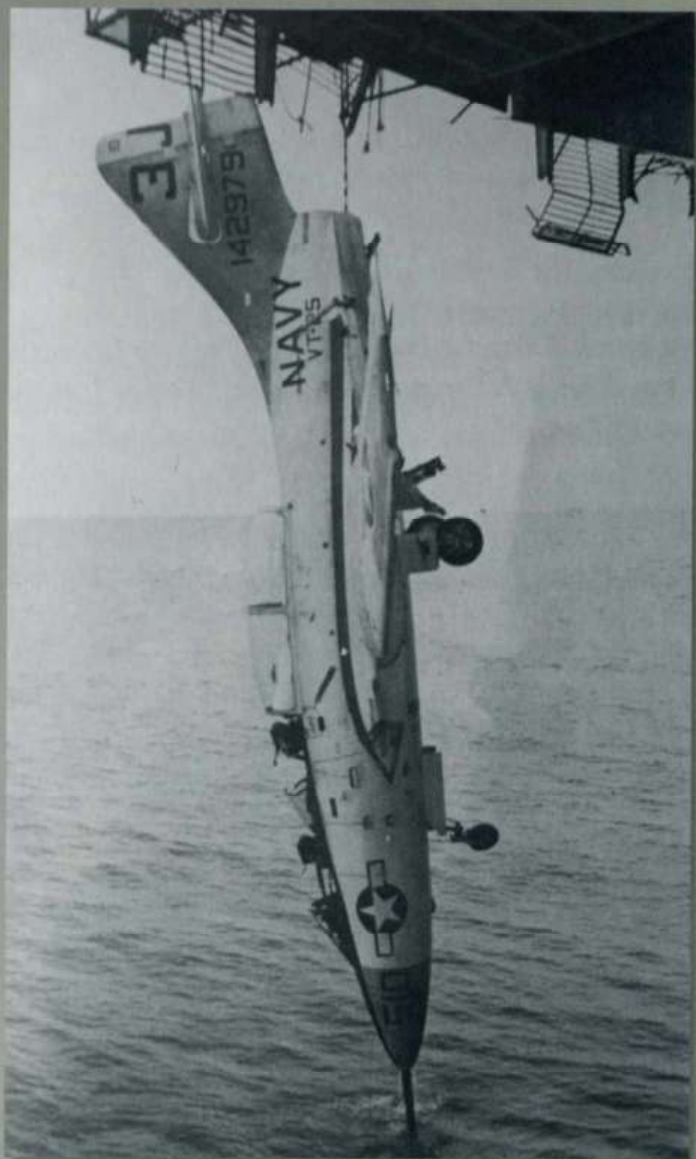
CAT'S TALE

When Fisher Model & Pattern released their 1:32 Cougar it would have been enough for most to just build it, but not me, I had to go and build a 'base' to display it on!

"Roger 510 I have the ball" at this stage your heart rate is pumping at around 150 beats per minute and rising every second that ticks by. A little power added to the sluggish engine aids you to line up the carrier. With only 1/2 a mile to go you will cover that in less than 30 seconds. At this distance the carrier is still a small speck in the dark blue north Atlantic that is a chilly 6°C this time of year. Out to the left of the carrier you see in your peripheral vision the plane guard there like the guardian angel just in case of mishap. Things are happening quickly now and the plane is rapidly moving towards the postage-stamp sized deck. "A little left of centre" is called on the radio and instantly the right wing is dropped almost as if a divine hand has taken control of the aeroplane. Just two hundred yards to go and the inevitable crunching on the deck is anticipated as you brace for the impact which is the carrier landing! You have done this before and everything is going well. A sudden impact of the wheels on the deck trigger an instinctive reaction to push the throttle up to full power to go around if the hook doesn't snag a wire. "Trap four" you hear on the radio and the immense deceleration forces you forward to the point of forcing the blood forward in your ears and you can hear the sound of your own heart racing at 200 beats per minute! The relief of landing is

suddenly quelled, as there is a surge and what seemed to be a good if little low landing is going horribly wrong. Your instinct tells you that even with the engine power up there just isn't enough carrier to gain enough speed to fly away and try again. No this is a huge problem, which is getting critical as time goes by. Can the brakes stop the plane? No time to think, by now the coffin you are in is heading towards the side of the ship without any chance of stopping. Do you eject? In a matter of a split second you realise there is no safety margin to eject before you hit the water. You go over the side of the carrier with the expectation of the fairground ride going over the top of the roller coaster. The sudden impact tells you that the plane is caught on the side of the Lexington with you dangling just a few feet from the sea with little chance of rescue from here. Over the radio is heard the sound of the air crash siren. Now is where the survival training comes into its own. The engine master switch is easy to reach and the fuel is turned off. This is the last thing you do before you see the instructor from your back seat jumping into the cold uninviting sea. You rapidly follow suit having struggled with all of the seat straps and the awkward climb out of the cockpit.

This is the scenario I imagined that would have taken place before this split second of time is frozen forever in this diorama. ➔



YOU WILL NEED...

Before starting:

- Cyanoacrylate & Accelerator
- Two-part Epoxy cement
- Tamiya masking tape
- Scalpel
- Sidecutters
- #5 Tweezers
- Nail Buffing pad or Micro-mesh polishing kit
- Johnsons Klear
- Protec Hydrocoating clear gloss
- Daco decal setting solution



Dimensions:

Span - 34ft 6in (10.5m)
Length - 42ft 2in (12.9m)
Height - 12ft 3in (3.73m)

Dimensions - 1:32

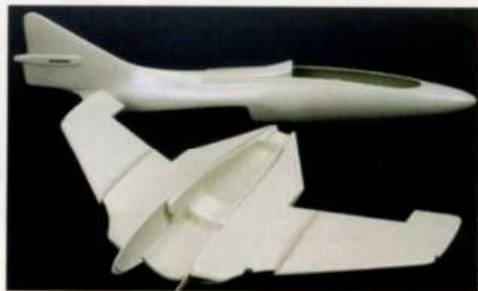
Span - 328.1mm
Length - 403.1mm
Height - 116.6mm



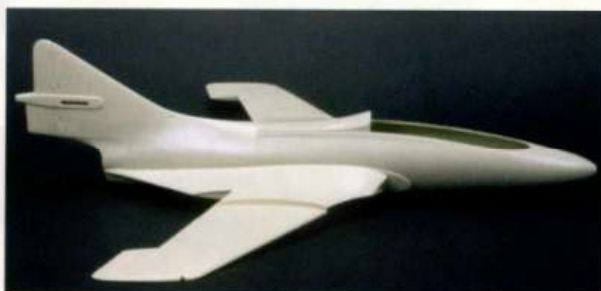
⚠ Always ensure that you work in a well-ventilated area when using solvents



STEP BY STEP GUIDE - THE KIT



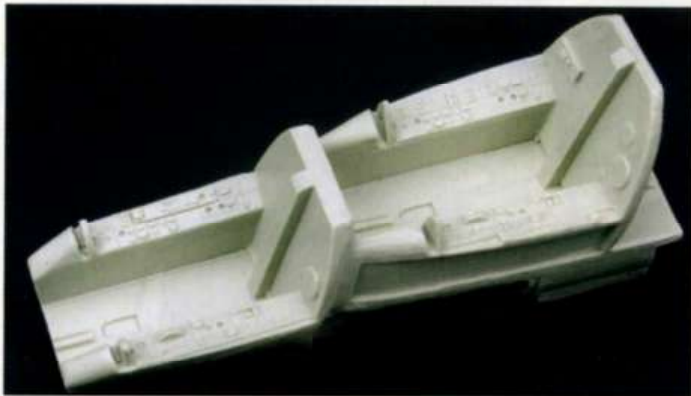
The two biggest components are the fuselage and wing mouldings



And they really do fit that well straight from the box!



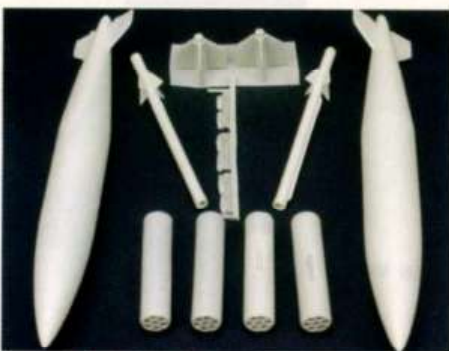
There is a large fret of photo-etched as well as the two printed acetate films for the instrument panels



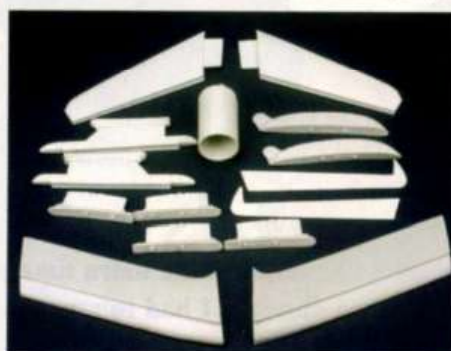
This is the cockpit tub insert, which also has the nose wheel well moulded in underneath



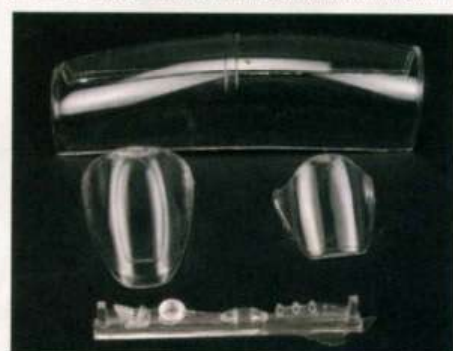
Here are the smaller parts, including the undercarriage, doors, air brakes, tail hook and refuelling probe



Here are the drop tanks, rocket launchers and missiles included in the kit



The other resin parts include the tailplanes, separate control surfaces and all the underwing pylons



As mentioned in the text, the clear parts are resin, pre-coated with Johnsons Future (Klear) polish

GENESIS

In a very short timescale Fisher Model & Pattern from the USA have built a reputation for high quality resin 1:32 scale aircraft. Their third model in this scale is the F-9T two-seat Cougar. This model sets new standards with regards to quality. In fact one of their earlier Cougar kits has won the accolade of best cottage industry kit in 1:32 scale for 2005! When I first saw this model I was surprised at the subject, however,

now I can see the logic with which Paul Fisher and his team have applied to this follow-on subject. The two-seat Cougar was a development of the single-seat fighter and this in turn was a development of the Panther and this is the genesis that Fisher also applied, having built the Panther as their first kit, followed by the Cougar. The kit is mostly cast resin with minimal moulding plugs to detach and very few small air bubbles. The surface of the fuselage was

so smooth I had to give it quite a scouring to create a key for the paint, all panel detail is restrained recessed lines with control surfaces separate with the exception of the under-fuselage flaps, which are cast integrally. The entire undercarriage is cleverly cast with steel pins inside that will help support the model's weight. Etched brass is utilised and where appropriate clear film instruments are also included. The canopy has been cast in a clear resin and

dipped in Klear (Future), which means these parts can be used with minimal preparation. Just to top this little lot off is a huge decal sheet printed by Zots.

THE BUILD

As with most models these days a logical sequence is called out in the, mostly written but clear, instructions and these are supplemented by black and white photographs. The cockpit comes first and here I decided to spend a little

YOU WILL NEED...

Paints Used:

Alclad II lacquers:
Aluminium

Humbrol enamel:

Matt Cote (thinned with
Cellulose [lacquer])

Tamiya acrylic:

X-1 Black
X-2 White
X-6 Orange
X-7 Red

X-8 Lemon Yellow
X-18 Semi-Gloss Black
X-19 Smoke
X-22 Clear
X-25 Clear Green
X-27 Clear Red
XF-19 Sky Grey

Vallejo acrylic:

003 Gloss White
004 Off-White
006 Light Flesh

007 Pale Sand
010 Light Yellow
017 Basic Skintone
019 Dark Flesh
022 Light Orange
026 Scarlet
050 Dark Prussian Blue
060 Intermediate Blue
075 Light Green
080 German Camouflage
Bright Green
104 Stone Grey

108 Light Sea Grey
110 Deck Tan
115 Khaki
124 Iraqi Sand
139 Mahogany Brown
150 German Camouflage
Black/Brown
151 Flat Aluminum
169 Flat Black

Accessories Used:

PJ Productions 321105 US Navy Pilot
(Korean War)

PWMP UNTRAC320I US Navy Tractor,
Short Type

PWMP UNFIG320I Navy Crewmember
#1 Deck Director

STEP BY STEP GUIDE - INTERIOR



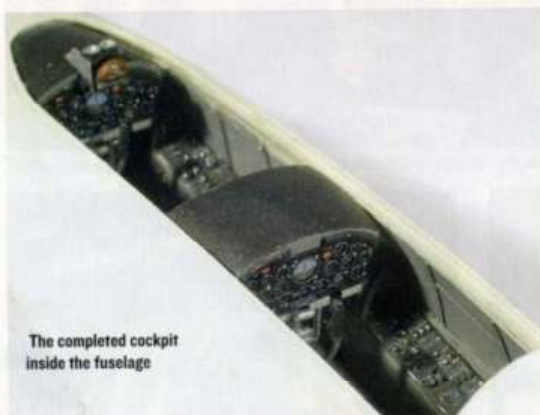
The kit-supplied seats unpainted and with belts posed ready for the diorama setting



The front section of the cockpit tub is nicely detailed and looks good once painted and weathered



The kit instrument panels utilise resin, photo-etched and printed film to make very effective reproductions in this scale



The completed cockpit inside the fuselage



The ejection seats all painted

"The cockpit comes first and here I decided to spend a little extra time as this was going to be very visible when displayed on the diorama I had in my mind"

extra time as this was going to be very visible when displayed on the diorama I had in my mind.

A simple construction sequence using the printed instruments and etched brass instrument panel mated to the resin parts works well in this scale. I sandwiched the lot together with a thin coat of Protec Hydrocoat Gloss. Once this had dried I used superglue around the edges to aid with the adhesion of these mediums. All of the resin parts were washed in bleach as recommended. I found this to be quite smelly working with and you must remember

to be careful with it and wear protective gloves. Once the basic cockpit was finished it was sprayed with a base coat of Halfords White Primer. Once dry it was painted with Gunze Sangyo medium grey and the separate black panels were picked out with Vallejo black/grey. With all of the basic colours complete I rapidly moved on to fine detail, such as the red circuit breaker lights, green undercarriage indicators etc and for these I used various Vallejo colours. This acrylic paint is really superb for this type of painting and any small mistake can be quickly removed with car

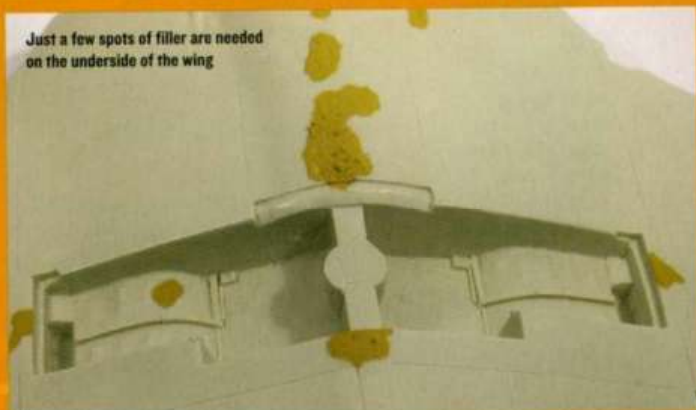
windscreen wash without leaving any residue. As with most of the modern instruments there are several instruction placards or text next to them, often in a contrasting colour, so I achieved this with the use of light grey oil paint applied with the tip of a pin. This technique is one I have developed over several years and providing you are careful you can give the impression of the data with small dashes of paint. With this done and any other colour work added I left the cockpit to dry.

The ejection seats are single resin components that allow the option

of either the Martin-Baker or earlier Grumman designed versions. As I was building a later Cougar I chose the Martin-Baker versions and superglued all of the etched seat belts in place. You will notice that I made a point of placing them in a position likely to look odd during construction but once in the final Diorama it will look right. Little things like this are important when doing a diorama, as plenty of forward planning will be needed to ensure that everything is as realistic as possible. The seats were painted with Vallejo colours and the ejection pull handles were

STEP BY STEP GUIDE - ASSEMBLY

Just a few spots of filler are needed on the underside of the wing



Just a little primer was all that was used at the wing root, the fit was that good





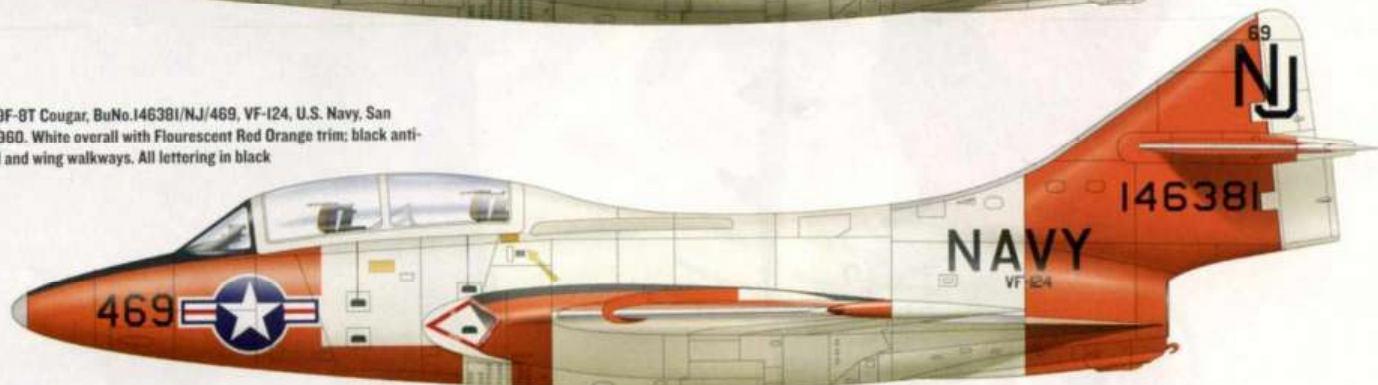
KIT BUILD

COLOUR PROFILES

Grumman F9F-8T Cougar, BuNo.142467/AD/232, VF-21, U.S. Navy, 1959. White overall with Fluorescent Red Orange trim; black anti-dazzle panel and wing walkways. All lettering in black



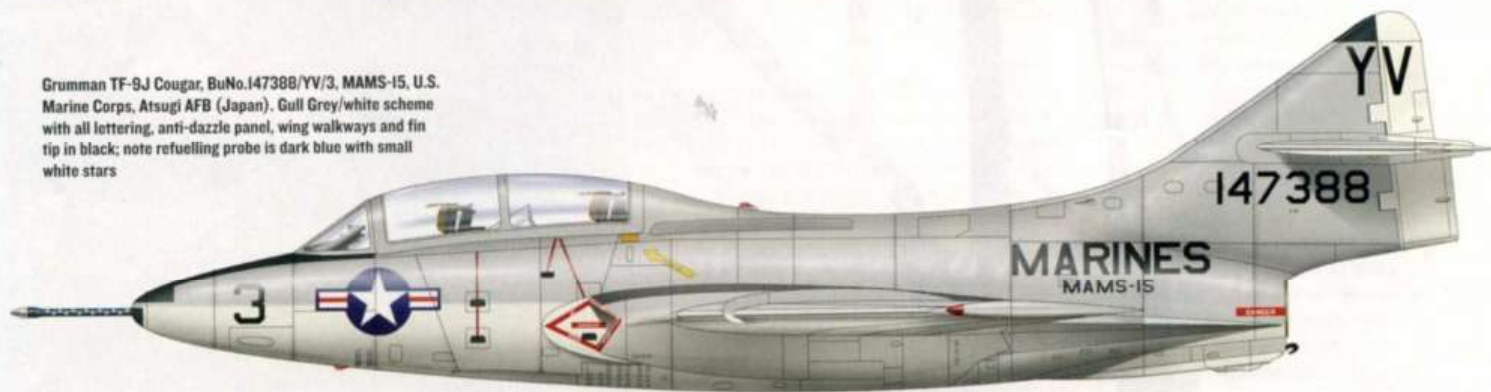
Grumman F9F-8T Cougar, BuNo.146381/NJ/469, VF-124, U.S. Navy, San Francisco, 1960. White overall with Fluorescent Red Orange trim; black anti-dazzle panel and wing walkways. All lettering in black



Grumman F9F-8T Cougar, BuNo.142470/7, Blue Angels, U.S. Navy, 1965. Sea Blue Gloss overall with yellow lettering and trim; leading edges to all flying surfaces in silver



Grumman TF-9J Cougar, BuNo.147388/YV/3, MAMS-15, U.S. Marine Corps, Atsugi AFB (Japan). Gull Grey/white scheme with all lettering, anti-dazzle panel, wing walkways and fin tip in black; note refuelling probe is dark blue with small white stars



Grumman F9F-8T Cougar, 0516/3-A-151, Argentine Navy. Sea Blue Gloss overall with all lettering in white





Careful masking is needed before the orange areas are sprayed on. Here the vertical fin is shown



The wing tips need careful masking otherwise the orange will bleed through the white of the national insignia

manufactured by spinning two lengths of embroidery thread, one black and one yellow, together. They were then given a thin coat of PVA glue to bind them together and once installed gave a great impression of the handles!

LANDING GEAR

Next was the main gear, and after a short stint cleaning up the mould lines some brake lines were added from solder, with Tamiya tape to represent the retaining clips. Some small linkages were added from thin plastic and sheet

pewter. The small bolts that are missing were added with homemade parts produced in a metal die from Grief. When completed I primed all these components with Halfords White Primer, then once dry, with a light spray of Tamiya gloss white. The gear received a light weathering with highly diluted Payne's grey oil paint, which flows around all of the detail. Any excess paint can be gently wiped away after about half an hour. The brake lines were picked out with Vallejo black and the oleo ram was covered with a sliver of Bare-Metal Foil

"As with most of the modern instruments there are several instruction placards or text next to them, often in a contrasting colour, so I achieved this with the use of light grey oil paint applied with the tip of a pin"



chrome. This was suitably weathered with diluted Tamiya Smoke (X-19). There are a couple of etched tie-down points to fit, and these are quite fragile but add to the realism. To represent the rubber tyres I painted a base colour of dark grey then drybrushed a lighter tone with a hint of brown.

FUSELAGE

Now the pace of the build really picks up and in a short time the fuselage and all of its sub-assemblies are bought together. The cockpit has some fragile

side panels to add, as does the integral nose gear bay. The way in which Fisher have designed the model means that it all slides together and once in the correct position it becomes a very snug fit. You know when the cockpit is positioned correctly, as the gear bay will line up with the opening and the cockpit will not go any further forward. Although the fit of parts was tight I still chose to glue them in place and for this I used two-part epoxy cement. I would suggest that when a part fits snugly then you still glue it in place as later, due

STEP BY STEP GUIDE - DIORAMA



Here is the PJ Productions USN Korean War era pilot, suitably modified for this project

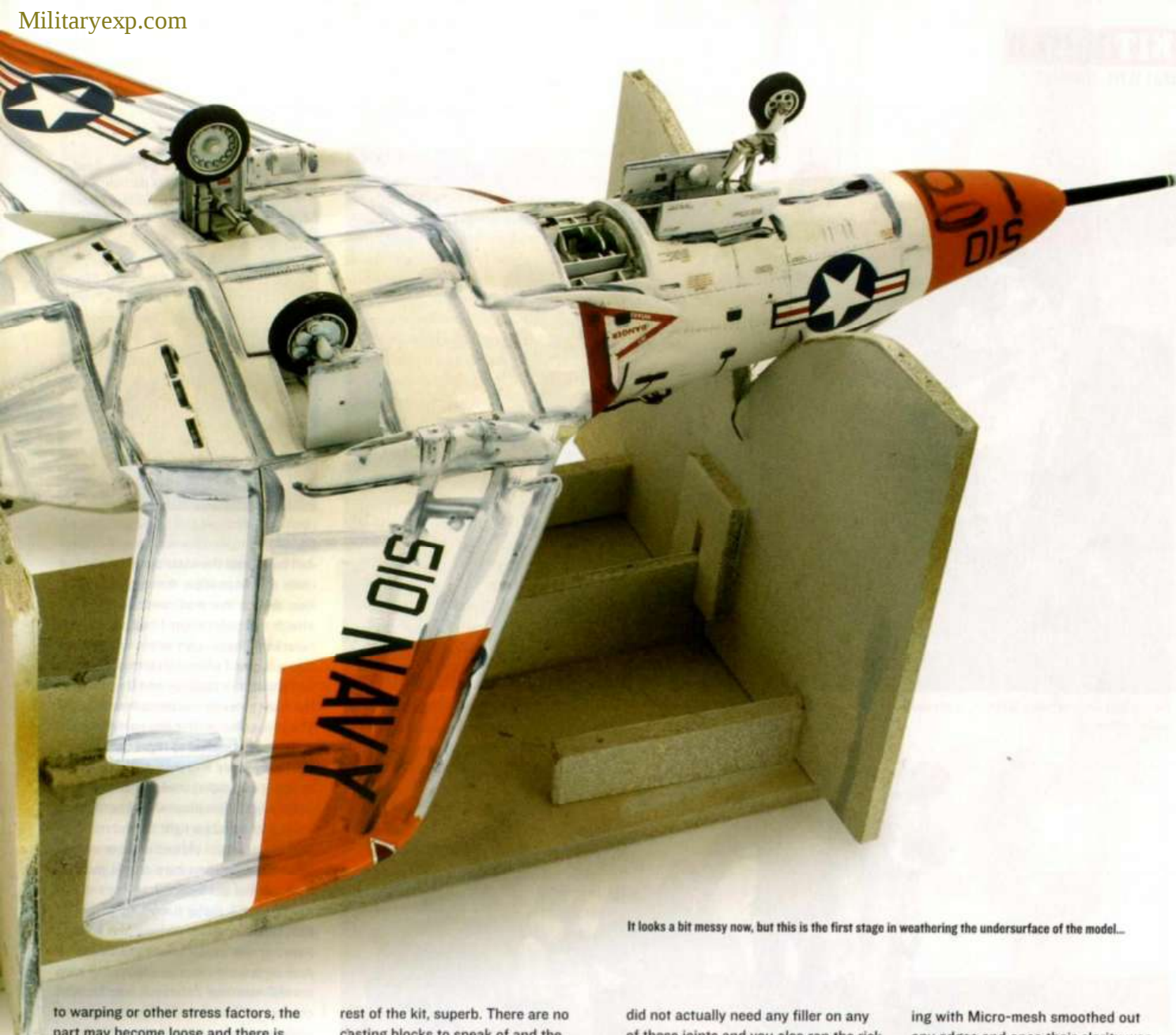


This is the Deck Controller figure from PWMP



The components of PWMP's USN Tow Tractor

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



It looks a bit messy now, but this is the first stage in weathering the undersurface of the model...

to warping or other stress factors, the part may become loose and there is nothing more annoying than trying to attach something that is now almost inaccessible!

The previous kits all needed additional nose weights, but this one does not as the extra weight of the second cockpit and seat are enough to balance the model on its gear without the risk of it being a 'tail sitter'.

WINGS

On this model these are a single component and the quality is like the

rest of the kit, superb. There are no casting blocks to speak of and the inboard flaps are separate. Care must be exercised when adding the etched blanking plates, as they will need to be perfectly aligned with the wing profile. The one thing I did not really like was that the under fuselage flaps are cast integrally with the lower wing and to lower them would mean major surgery, which I wasn't really willing to do. With all of the wing components added the fuselage joins to it in such a way that the joints are very tight. I found that I

did not actually need any filler on any of these joints and you also ran the risk of the epoxy glue squeezing out when everything was brought together, it was that tight!

LIGHTS

The wing tip lights are provided as clear resin parts, likewise the port leading edge landing light housing. The fit of these parts was not the best but with a little care and a light application of superglue they were all set in position. I found that some sand-

ing with Micro-mesh smoothed out any edges and once their clarity was restored they were coated with Klear. The final touch was to add the prominent edging with slivers of Bare-Metal Foil. The light on the fuselage spine is only to be found on later service aircraft so I simulated this with a section of clear plastic I crash-formed over a carved plastic pattern. I manufactured some light fittings, added them to the light mount and then attached the clear cover over the whole thing, and voila!



The PWMP tow tractor suitably modified to depict a fire tender

⚠ Wear the right protective clothing when advised



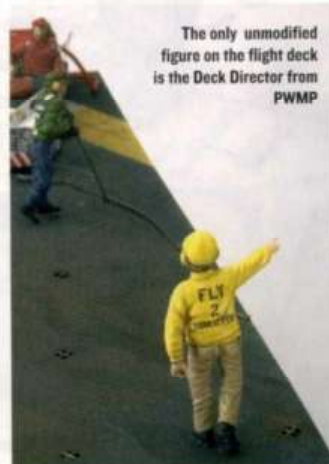
Final mock-up and test fit of the figures and equipment on the flight deck before painting



Generating a sense of reality is the key to any successful diorama, in this instance getting the figures to 'look' right is all down to having them doing realistic tasks



The deck scene is a bit of artistic licence, as the period images don't actually show this aspect, but by considering the 'sense' of the event you can realistically pose figures around it



The only unmodified figure on the flight deck is the Deck Director from PWMP

CANOPY

As I have said the clear parts were cast resin dipped in Klear during production, and all that was needed was to attach and paint them. I had a slight twist in the main part of my canopy but this was fixed when I attached it later, as I glued it in position and it reduced the fault so as to not be noticeable. The great idea with these parts is that decals are supplied to represent the light grey seals and they are very easy to apply and aid in covering any untidy paint edges. The blast shield between the cockpits was a tight fit and the placement of the etched mirrors was an exercise in extreme care, but in the end it all worked out fine.

PAINTING

Painting this model was quite simple at first sight but in fact needed some very careful masking. I chose to use Tamiya colours as the base. For the orange I mixed my own, trying to match it to the FS fan deck as there is no exact formula for this colour, so I merely matched it by eye. Once the white fuselage had been painted it was masked with Tamiya tape in preparation for the orange. In some places I thought that the orange would show through the white decals, especially with the stars and bars, so I took a strip of masking tape, laid it over the decal (which was under glass) and sketched the shape

STEP BY STEP GUIDE - UNDERCARRIAGE

The main undercarriage units before detailing



The completed main undercarriage units, detailed, painted and weathered



on the tape before removing the tape and carefully cutting the shape out. This was subsequently placed on the model, so that the area was not painted orange, and when the decals are on there is none showing through as a result. The black sections were done in a similar manner, as were the leading edges in Alclad II. The final job was to apply an overall coat of Johnsons Klear to seal the paintwork and ready the model for the decals.

DECALS

If you have seen the standard of printing from Zots then you will be aware of their quality. The text on certain decals is clearly legible and the sharp edges of the printing make this huge sheet a real delight. The colour saturation is superb and with minimal carrier film they all settled down fine over a gloss surface with the aid of a (mild) Daco setting solution. It was only later that I realised that there were 'steps' at the edge of some decals and I had a real job on my hands trying to get rid of them via gentle sanding! Once all was sorted, everything was once again sealed with a coat of Klear.

WEATHERING

Looking at the photographs of this aircraft I could only see light weathering and therefore I tried to keep it as subtle as possible. My normal method of using Payne's grey oil paint thinned has been described before in Issue 5, so I won't go over it again. The final step on this model was to use a very thin mix of Vallejo acrylics dark grey, heavily thinned, into every rivet, then lightly swipe the brush backwards in the direction of the airflow. This is a very subtle effect, especially over white, but it certainly looks the part. I also did some spot touch-ups where in reality the US Navy crews spray paint in order to slow corrosion. This was simply a matter of spraying appropriate colours of fresh paint to give contrast. A few oil and hydraulic fluid leaks were added with the oil paints and the final touch was to give the walkways a slight rub with some pastels, which gives a worn appearance without being too stark.

DIORAMA

The whole idea for the diorama came to me when I started to look at my references. I found a photograph of a two-seat Cougar that had an unfortunate accident on board the USS Lexington and I have been able to reproduce the photo within this article with the kind permission of both Steve Ginter and Bert Kinsey. My idea was to elaborate the scenario to include a couple of figures and a bit of seascape. The end result was a little overboard and it grew and grew into what you now see. I have used some artistic license for the ship, as I could not find good reference for the side of the hull, as well as with the figures to give some sense of drama and action.

The base was custom made to my dimensions and a sketch by Just Bases. I built the side of the ship in a manner akin to the real thing, attaching sheets of plastic card to the vertical face then scoring in panel lines. These were filled with fine solder then sanded down, thus simulating the welds. Over this I attached, from the bottom up, strips of aluminium builder's tape which was then rubbed down in the middle of each panel. It gives the impression of a stressed metal skin that is all too apparent with any ship that has been at sea for some time. Using the Detail and Scale book on the Lexington I copied several items and attached them to the side of the ship, and I also added a platform to add some visual interest. I opted to do the decking on the platform with strips of plastic to simulate the wooden areas often seen in photos. This worked well and once painted convinced my wife that I had used laminate wood. The main deck area was going to need a large number of the small tie-down points and here I had to do some head scratching in order to overcome the problem. I found some net tape that is used to bridge the gap of plaster-board before the plaster is applied and this netting is a nylon material that has a perfect 'X' shape for the tie-downs. As the surface of the deck needed a rough finish I achieved this ->

The nose wheel and oleo detailed with wire and Tamiya masking tape



The completed, painted and weathered nose oleo and wheel



KIT BUILD

SKILL LEVEL: ADVANCED



A lot of layers and work went into achieving a realistic seascape with this project, but it is worth the effort

"The great idea with the canopy parts is that decals are supplied to represent the light grey seals and they are very easy to apply and aid in covering any untidy paint edges"

aid of Cast a Coat. This is a simple system of acrylic liquid that you apply to the surface and almost allow to dry before a light fine pumice grit is sprinkled on and after a few minutes the excess blown off. In this instance I decided to apply another coat to increase the effect before the whole lot was set aside to dry. The broken cable was a section of copper tow rope produced by Karaya for armour modellers, given to me by our sister magazine's (Model Military International) editor, 'Spud' Murphy. The deck edge netting was made from some mosquito netting attached to frames I made from lengths of single-core high power electrical cable as this material allowed me to later bend each frame to simulate the weight of the aircraft dangled over the side of the carrier. Finally the nose refuelling probe of the kit was going to be the load bearing point of the model so I turned a replacement from plastic tube that slips over a steel core, which in turn goes almost 50mm into the base. The final appearance is precarious but surprisingly strong.

FIGURES

OK guys, I know this is an aircraft modelling magazine but bear with me here! Of the nine figures used two are stock, from PWMP of Belgium: the fire truck driver and the walking figure in the yellow shirt who is pointing. The pilot is converted from the PJ Productions figure that is designed to be climbing into the Panther kit, although I changed his helmet and arms for the pose I wanted. The crewman kneeling and pointing is a conversion from the Academy figure that comes with their F/A-18 Hornet kit and I changed his head and the position of his arms. The rest are scratchbuilt with Magic Sculpt over a wire armature. I cheated with the heads as I cast a cranium and replaced the faces with those from various figures from Andrea (e.g. Sean Connery, Johnny Weissmuller, Arnie, and Kevin Costner), all of which had some surgery so that they do not look too much like the originals. I also made a point of making each figure of a different stature so they do not all look like brothers, a point all too often missed in some dioramas! They were painted with Vallejo acrylics except the fire suit, which was done with Alclad II Aluminium.

FIRE TRUCK

With the deck built I realised I would either need lots of figures or I would have to utilise the PWMP tow truck that I had built some time ago. When I put it on the base I thought that a fire truck would suit the scene better so I ordered another one, and when it arrived I set about converting it to the short fire tender. I used the Verlinden 1:48 scale kit as reference as well as some photographs I found on the Internet. The retardant tank was made from a section of copper pipe with the end turned up from plastic sheet that had been laminated together. The anti-skid surface was simulated with Cast a Coat.

SEA

As with my previous project of the Roden Felixstowe (due to appear in Issue 16 - Ed) I used the same technique to simulate the sea. In short I laid up some polystyrene foam on a custom-made base from Just Bases, then I sculpted the undulating waves and spread a layer of plaster over this. Once dry it was painted in suitable colours then clear silicone bath seal-

BUILDER'S TIP

● If you want to reapply rivets to a model, use a Pounce Wheel with Dymo Tape as a flexible ruler. A Pounce Wheel of 1/4in is suitable for 1:32 subjects and these can be obtained in craft shops or from specialist tool outlets like Little-cars.com (www.little-cars.com) in the UK.



ant was applied until I had a thin layer. Some white Scotchbrite scouring pad, which once teased out, made the wispy white wave crests! I also used some Woodland Scenic's 'Snow' mixed with Vallejo 'Water Mix' and added that to the boundary where the sea meets the ship. The breaking wave was an experiment that turned out better than I had thought. I took a piece of 1mm 40 thou clear plastic, heated it and draped it over the inner cardboard tube from a kitchen foil roll. Once cool it kept the curved shape I was after. I then trimmed it to the final shape and attached it with silicone. This was liberally covered with the same material over several days until the clear plastic could no longer be seen and the light would show through the wave. The final part was the pumped water leaving the ship and splashing into the sea. I found a section of clear sprue and heated it until pliable, I then placed it over a curved surface and let it cool. Once again silicone was used to cover the part and with some careful manipulation I achieved the result I wanted. ■

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- The Official Monogram Guide to US Navy & Marine Corps Colors Volumes 3 & 4 (Monogram Aviation Publications)
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FINAL VERDICT

■ Well, all I can really say is that after nearly six months' work I am glad I finished this one! All joking aside, the build was made easier by the superb build-ability of the Fisher kit. I actually spent longer on the diorama and all of the extras than on the Cougar. With a project of this size the key is to plan, plan, and plan. The final result has exceeded my expectations and I really enjoyed this project.

Was it worth the money?

The high price tag of the kit is, in my opinion, fully justified, as the quality and finesse of it are truly a (very large) cut above the rest.

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

new releases - kits

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

Lockheed Hudson Mk IV/V

Scale 1:72 / **Italeri, Italy** / **Materials:** IM / **Kit No.:** I253 / **Availability:** The Hobby Company Ltd (UK Distribution) and Italeri stockists worldwide / **Price Guide:** £10.99

For those who don't already know, this kit is the new tooling from MPM. They released it as the Mk I and II, while Italeri are boxing it as the Mk IV and V. Once you open the box you will see it is MPM; the sprue size and layout, the level of detail and the sprue gate size and type. That is not to say this kit is a poor relation, but it is still 'limited-run' so don't expect the same quality as you saw in Italeri's recent new toolings like the Fiat CR.42. Detail is good and the recessed panel lines are very fine, but there is some flash at trailing edges and there are sink marks on many of the smaller parts (flap guides etc.) and some big ejector towers (rear faces of the engine blocks, inside the cowl etc.). This means the whole project will be more akin to building something without resin and photo-etched from the likes of MPM and Special Hobby than building a new 'mainstream' injected kit. With that said, the clear parts are vastly superior to any mainstream kit, probably because of the 'hand-made' aspect of this type of kit production. There are five decal options in the kit: AM761, •Z of No.500 Sqn; AM679, RR•B of an unidentified Coastal Command unit; A16-25, US•K of No.1 Sqn, RAAF; A16-123, FX•F of No.6 Sqn, RAAF; AM667, OY•X of No.48 Squadron. Option 1 is Dark Sea Grey and Dark Slate Grey over white, option two is in the same upper colours put over Sky, option 3 is Dark Green and Dark Earth over aluminium, while options 4 and 5 are the same on top but Medium Sea Grey underneath.

Verdict: Up until now the only game in town has been the venerable Airfix kit, well now we all have a nice new tooling of a very important WWII type. As long as you are aware that this is state-of-the-art limited-run, not mainstream, then I don't think you will be too disappointed. Our thanks to The Hobby Company Ltd for the review sample.



Dimensions

Span - 65ft 6in (19.96m)
Length - 44ft 4in (13.51m)
Height - 11ft 10in (3.62m)

Dimensions - 1:72

Span - 277.2mm
Length - 187.6mm
Height - 50.3mm

References

Anson, Hudson & Sunderland in Australian Service by S. Wilson (Aerospace Publications Pty)
Lockheed Hudson Mk I to VI, Profile No.253 (Profile Publications)
Lockheed Hudson in World War II (Airlife)
Replic No.124 (December 2001)
RNZAF - The First Decade by C. Darby (Kookabura Technical Publications)

Vickers Wellington Mk Ic

Scale 1:48 / **Trumpeter, China** / **Materials:** IM, PE, RB / **Kit No.:** 02808 / **Availability:** Pocketbond (UK Distribution) and Trumpeter stockists worldwide / **Price Guide:** £49.99

Well many of us have waited for the release of this kit, and equally we have also wondered just how would they approach the whole issue of surface detail? To put things straight from the start, it is OK, not great, but certainly you can live with it. The fuselage seems fine, the wings are a little overdone and the only real areas of concern are the vertical fin and tailplanes, both of which feature the fabric 'recessed' below the level of the surrounding metal skins, that is just not right. The interior is well detailed, with a full cockpit, all the internal detail plus the bulkheads and floor. You even get the Elsan toilet, seven different bomb bay configurations and just about all of the interior equipment inside the fuselage halves. The interior is full of the Geodetic structure and the gun turrets are beautifully detailed - Trumpeter even include the ventral 'dustbin' turret, a real first! We are not fans of the clear plastic/acetate film/plastic sandwich for the instrument panels and we are not sure what benefit the photo-etched wheel well inserts (#PE1 & 2) gives, but this is easily made up for by the excellent levels of detail overall. There are just two colour options in the kit, X9889, BL•D of No.40 Squadron based on Malta in 1941 and T2835, EL•D of No.75 (New Zealand) Sqn based at RAF Feltwell in 1941. Both are in the standard night bomber scheme of Dark Earth and Dark Green over Night. Neither of these are usable though, as the first is a late Mk Ic with the gun positions in the fuselage sides, and the other has the squadron codes in red, when they should be Medium Sea Grey!

Verdict: There will be those that love this kit and those that loathe it; some of the latter may disregard it altogether simply because of what they have heard about it, well don't as it is a kit that can be built and it is a 1:48 Wellington after all, and just how long have we waited for one! It will be interesting to see how, from-the-box, the kit looks and if that fabric effect is overdone, and if so how you can overcome it if you want? Well don't be surprised to hear that is just what we intend to do, so watch this space for our builds of the kit in the next few months! Our thanks to the Pocketbond Ltd for supplying the review sample.

Verdict: Overall this is a sound product, yes some will bemoan the fabric effect and there will be those who claim it totally spoils the end result, but overall you have to consider one very important fact - this is a brand new 1:48 injected kit of the Wellington, end of debate! Our thanks to Pocketbond for supplying the review sample.

Dimensions

Span - 86ft 2in (22.73m)
Length - 64ft 7in (19.68m)
Height - 17ft 5in (5.31m)

Dimensions - 1:48

Span - 473.5mm
Length - 410mm
Height - 110.6mm

References

Vickers-Armstrong Wellington by M. Ovcacik & K. Susa, WWII Wings Line (4+ Publications 2003 ISBN: 80-902559-7-3)
Vickers Wellington, Warpaint No.10 (Hall Park Books)
Vickers Wellington Mk I & II by C.F. Andrews, Profile No.125 (Profile Publications 1966)
Wellington In Action No.76 (Squadron/Signal Publications)
Wellington - The Geodetic Giant by M. Bowman (Airlife 1989 ISBN: 1-85310-076-5)
304 Squadron by M. Konarski (Mushroom Model Publications 2005 ISBN: 83-89450-18-6)



RAF B.E.12b

Scale 1:48 / **Roden, Ukraine / Materials:** IM
Kit No.: 412 / **Availability:** Pocketbond (UK
 Distribution) and Roden stockists worldwide
Price Guide: £16.99

Developed from the twin-seat B.E.2c, the B.E.12 and 12a were not that popular with pilots due to being underpowered (150hp RAF 4a engine), so the 12b version was fitted with the more powerful Hispano-Suiza 200hp engine. In the end though, delays with delivery of these engines meant that only about 150 were built and production did not start until 1917. This new kit from Roden is the first in their planned schedule of 'BEs', with the B.E.2c (#426) and B.E.12 (#427) due from them in the future. The kit comprises 128 grey-plastic components, although there are some 32 parts on the sprues that are not used in this version. There is also an acetate film containing seven clear panels. There are a couple of nice RL 112lb bombs with racks, although the fins really need replacing, and you get the flare holders for under each wing tip. The engine cowls are multi-part, but with the side panels moulded integrally with the fuselage halves this should mean it all stays square during assembly. As always Roden include a nice big rigging diagram at the end of the instructions. There are three colour options, all in 'WWI Green' over doped linen, and they comprise C3094, flown by Lt W.E. Watt of No.76 Sqn in August 1918, C3152, flown by Capt N.H. Dimmock of No. 141 (Home Defence) Sqn from RAF Biggin Hill in February 1918, and C3114 of No.75 (Home Defence) Sqn based at Gosport in early 1918.



Verdict: Overall this looks to be another fine WWI kit from Roden. They are certainly racking up the releases of some much-wanted subjects in this scale and for this alone they are to be applauded. The UK price is not too high and as long as there are no serious alignment problems, something Roden kits do tend to suffer from occasionally, then this is one that we can highly recommend to all WWI fans. Our thanks to the Roden for supplying the review sample.

Dimensions

Span - 37ft (11.28m) [Lower], 40ft 9in (12.42m) [Upper]
 Length - 27ft 8in (8.43m)
 Height - 12ft (3.66m)

Dimensions - 1:48

Span - 235mm (Lower), 258.8mm (Upper)
 Length - 175.6mm
 Height - 76.25mm

References

Aeroplanes of the Royal Flying Corps (Military Wing) by J.M. Bruce (Putnam 1982 & 1992)
 Bombers 1914-1939 by B. Cooper & J. Batchelor, Purnell's History of the World Wars Special (Phoebus Publishing Ltd)
 Over the Balkans and South Russia by H.A. Jones (Edward Arnold & Co 1923)
 RAF BE12/a/b by J.M. Bruce, Windsock Datafile 66 (Albatros Productions 1997 ISBN:0-902207-98-7)
 The Air Defence of Great Britain 1914-1918 by C. Cole & E.F. Cheeseman (Putnam 1984)
 The Royal Aircraft Factory by P. Hare (Putnam 1990)
 The Sky their Battlefield by T. Henshaw (Grub Street 1995)

Bell P-400 Airacobra

Scale 1:48 / **Hasegawa, Japan / Materials:** IM / **Kit No.:** JT92 / **Availability:** Amerang Ltd (UK
 Distribution) and Hasegawa stockists worldwide / **Price Guide:** £16.99

When Hasegawa announced this at the German Toy Fair we admit we all scratched our heads and thought, why? The Eduard examples are lovely, apart from thick trailing edges, and so they would have to go a long way to beat them, so have they? Well, looking at the parts in the box we have to say that the kit is typical current Hasegawa fare in that there are loads of smaller sprues and the use of 'inserts' all hints at future releases of different versions. The cockpit is made up of 18 parts, with the armoured glass in the bulkhead as a separate clear component. The instrument panel has raised details, but you also get the option of decals. A drop tank or a single bomb is included for the centreline rack. The first insert is the wing-root leading-edge intakes, which is a neat way around a complex bit of tooling that also means the modeller does not have an awkward seam at this point. The next insert is for the ejector ports under the outer wing panels (shades of later versions to come?) and the gun ports themselves in the leading edges. The upper nose section is also an insert, although its joint is along a panel line. Both access doors are separate, moulded in clear plastic, and you also get the option of using the moulded 'solid' recognition and landing lights, or cutting these off and replacing them with clear parts. The 'P-400' designation by the way came from publicity data of the time that claimed a top speed of 400mph (I always wondered about that!) There are just two colour options in the kit; BWI67 of the 347th FG, 67th FS based at Guadalcanal in 1942 and 'Pat/Wahl Eye II' flown by Lt Eugene Wahl of the 35th FG, 39th FS based in New Guinea in 1942. Both are listed as RAF Dark Green and Dark Earth over Sky, but mention is made of these shades from the Gunze Sangyo range, which will probably give you a good chance of replicating the 'American' interpretations of these colours applied to the P-400.

Verdict: If this kit is better than Eduard's will only tell in the building, but from the box it looks as if the thick trailing edges that mar the Eduard kit will not be a problem here. The only concerns are the 'inserts', which is expected when a manufacturer wants to get as many versions out of a common set of sprues, but which may cause problems in the actual building. Time will tell on this point. Our thanks to Hasegawa Corporation for the review sample.

**Dimensions**

Span - 34ft (10.4m)
 Length - 29ft 9in (9.07m)
 Height - 9ft 3in (2.82m)

Dimensions - 1:48

Span - 216.7mm
 Length - 188.9mm
 Height - 58.75mm

References

Bell P-39 Airacobra Part I, Monografie Lotnicze No.58 (AJ-Press)
 Bell P-39/P-63 Airacobra & Kingcobra 'Warbird Tech Vol.17' (Specialty Press)
 Cobra! Bell Aircraft Corporation 1934-1946 by Birch Matthews (Schiffer, 1996)
 P-39 Airacobra, Detail & Scale Vol.63 by B. Kinsey (Squadron/Signal Publications 2000)
 P-39 Airacobra In Action No.43 (Squadron/Signal Publications)

new releases - kits

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

Potez 631

Scale 1:48 / Azur, Czech Republic / **Materials** IM, R, PE / **Kit No.:** A058 / **Availability:** Hannants (UK Distribution) and Azur stockists worldwide / **Price Guide:** £27.50

+ This is an all-new tooling from Azur, having done it in 1:72 in early 2004 (#A037), and it is typical of the kits we have seen from them. It comprises 135 grey plastic, three clear plastic, 16 resin and 19 photo-etched components. Surface detail is lightly engraved with raised ribs where necessary. Most of the interior is plastic with smaller details in resin and photo-etched and both engines are resin castings with excellent detail. Thankfully Azur have refrained from doing things like pitot tubes etc in photo-etched and these are injected in plastic. The kit has four colour schemes: X-931 of E.C.N. 1/13 based at Nîmes/Courbessac in 1940; X-967 of the same unit and base but as part of the Armée d'Armistice (Vichy AF) in 1941; '169' of AC2 Aéronavale based at Maitre Depot, Calais-Marck in March 1940; X-620 of the 2nd Squadron, G.C. 1/8 in April 1940. Options 1, 3 & 4 are in a standard camouflage pattern of Khaki and Earth Brown over Dark Blue/Grey, while option 2 is Sky Blue/Grey overall with Vichy tail markings.

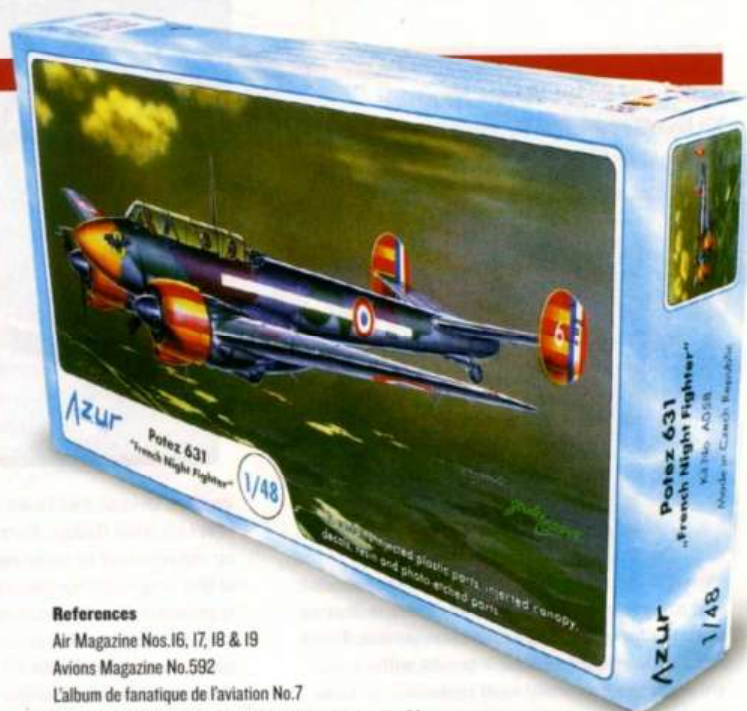
Verdict: The subject is not new in this scale, as JMGT did it as a resin kit in the mid-1990s, but this is the first time it has been done in plastic. The quality of the parts coupled with the elegance of the subject make it a real must for any French AF fans. You will be amazed to see how big this 'fighter' is in this scale! Our thanks to Azur for the review sample.

Dimensions

Span - 16.00m [631C2]
Length - 11.07m [631C2]

Dimensions - 1:48

Span - 333.3mm
Length - 230.6mm

**References**

Air Magazine Nos.16, 17, 18 & 19
Avions Magazine No.592
L'album de fanatique de l'aviation No.7
Le fanatique de l'aviation Nos.140, 142 & 145 Icare No.80
L'Armée de l'Air (Squadron/Signal Publications)
Potez 630 Series, Profile No.195 (Profile Publications)
Replic No.46 (June 1995) & No.165 (May 2005)
Wings (December 1971)

De Havilland D.H.88 Comet

Scale 1:32 / Aerotech. UK / **Materials** R, WM, PE, VF, RB / **Kit No.:** AT32004 / **Availability:** Marsh Models (manufacturer) and Aerotech stockists worldwide / **Price Guide:** £141.00

+ Following on from their Henshaw Mew Gull, Aerotech have now produced the D.H.88. Once again this kit is limited to just 150, and within a few weeks of release it had sold 50% of the production run, so it is obviously a popular one! The kit is mainly made up of resin, with the fuselage cast with a hole in the underside into which the cockpit floor and wing 'lug' unit fits. The wings fit onto the 'jugs' in this insert to ensure their correct alignment. The other resin parts include the control surfaces, tailplanes, vertical fin and rudder and inserts for the engine cowlings. There is a lot of white-metal in this kit, with the seats, control columns, compasses, undercarriage and wheel hubs, tail skid and numerous other small parts. Photo-etched is limited this time around, to just two small frets to add smaller details to the cockpit and exterior of the airframe. The kit is completed with the inclusion of two vac-formed clear sheets, containing the canopy, nose cap and lens for the landing light. The decal sheets included allow you to make 'Grosvenor House' (G-ACSS) flown by C.W.A. Scott and Tom Campbell-Black, 'Black Magic' (G-ACSP) flown by Jim and Amy Mollinson and G-ACSR flown by Cathcart-Jones and Waller. As we all know, the former was red, the second machine black and the third one (owned by racing driver Bernard Rubins) was British Racing Green.

Verdict: There are some subjects that look good in any scale and the D.H.88 is one of them. Airfix did it in 1:72, Resitech in 1:48 and now, at last, we have it in 1:32. The only problem some may have will be which colour to build it in, as they all look great! Oh, by the way, Marsh like to be comprehensive with their models, so they have included the thermos flask, although its final location in the cockpit they leave up to you! Our review sample was supplied by the manufacturer via Little-cars.com who are a UK stockist of this range.

**Dimensions**

Span - 44ft (13.41m)
Length - 29ft (8.84m)
Height - [Tail down] 9ft (2.7m), [Tail up] 10ft (3.05m)

Dimensions - 1:32

Span - 419.1mm
Length - 276.2mm
Height - 84.4mm [Tail down]

References

Les Avions Britanniques aux Couleurs Françaises by J-J Petit (Avia Editions 2003 ISBN: 2-915030-04-9)

new releases - accessories

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

Part, Poland [www.jadar-model.pl] / Available from Aeroclub (UK) and Squadron (USA)

Here are some of the latest batch of etched brass update sets from this Polish manufacturer.

1:72 S72-235

Polikarpov Po-2

This is a two-fret set that offers a complete new interior, and we mean complete, as not only do you get the cockpit area but you get the fuselage framework as well. All the various plates, access panels and control linkage for the exterior are also included, along with tread plates for the wings, propeller boss and all the rigging pick-up points, so there is no excuse not to rig the kit fully!

Designed for: Kopro kit

Material: PE

Price Guide: £TBA (\$6.59)

1:72 S72-238

Hawker Hunter F Mk 6

In this set you get a new instrument panel, seat belts, missile fins, oleo compression links, replacement undercarriage doors, airbrake and a complete and fully detailed set of flaps.

Designed for: Revell kit

Material: PE

Price Guide: £TBA (\$8.99)

1:72 S72-239

Shvestov M-II

No, we are not joking, this is a Shvestov radial engine, all built up in etched brass, even down to the fins of the cylinders! It will look stunning if built properly and would look great on the front of the Po-2, Yak-6 or Yak UT-2, but you are going to have to have a keen eye and steady hand to

Designed for: N/A

Material: PE

Price Guide: £TBA (\$5.16)

1:48 S48-140

PZL P.23 Karas

This is a massive four-fret set that gives you a complete and full interior for the Mirage kit. The entire sidewall framework is there, along with all the equipment, instrument panels, radio etc and new seats, seat belts, upper and lower decking, canopy frames, bomb bay and even the perforated barrels for the machine guns!

Designed for: Mirage Hobby kit

Material: PE

Price Guide: £TBA (\$25.08)

1:48 S48-141

PZL P.23 Karas Exterior

Having just loaded up the interior with the previous set you can now do the same to the exterior. This two-fret set offers replacement undercarriage yokes, ring and bead sight, leading edge panels, wing root panels, various access panels aft of the engine, strengthening plates, interior details for the cowl, the 24-fin radiator, all the sliding panels in the canopy, the ventral bomb aiming window (open or closed) and various access panels and grab handles around the airframe.

Designed for: Mirage Hobby kit

Material: PE

Price Guide: £TBA (\$15.01)



1:32 S32-028

Fokker Dr.I

This set offers the ply panels inside the cockpit, cockpit (fabric) bulkhead, rudder kick-plates, seat belts, throttle, compass, magneto switch, propeller boss, machine-gun perforated jackets, spoked wheels, ammunition box and belts and all the control linkage horns.

Designed for: Roden kit

Material: PE

Price Guide: £TBA (\$15.01)

1:32 S32-029

Fokker D.VI

Designed for: Roden kit

This set is identical to the previous set in the details offered, although tailored to fit the D.VI version.

Material: PE

Price Guide: £TBA (\$12.03)

Note: All \$ prices quoted are direct from Jadar-Model online (jadarhobby.home.pl) and will be subject to tax and import duty if purchased from elsewhere in the world

Verdict: Part detail sets are some of the best on the market as they are very extensive in the amount of detail they offer and beautifully manufactured. The two PZL P.23 sets are just mind-blowing and so they can all be highly recommended to those with the recipient kit in their pending pile! Our thanks to Jadar-Model, the exclusive worldwide distributor of the Part range, for supplying the review samples.

Available from: www.jadar.com.pl

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

Here are Aires' latest batch of resin and etched brass update sets.


1:72 7153
A-26 Invader Wheels & Paint Mask

This is a set of replacement 'weighted' wheels for the main and nose legs plus die-cut vinyl masks to help you paint the hubs.

Designed for: Italeri kit

Material: R

Price Guide: £2.30

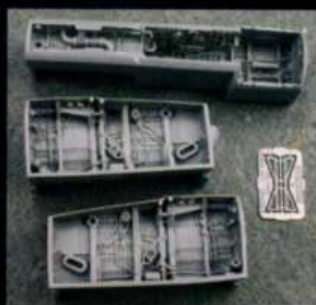

1:72 7155
F-16A/B Exhaust Nozzle

This new exhaust nozzle is a direct replacement for the kit part and comprises the main exhaust as five resin parts and the afterburner ring as a photo-etched component.

Designed for: Hasegawa kit

Material: R

Price Guide: £4.50


1:48 4282
F/A-18E Wheel Bays

This is a set of highly detailed main and nose wheel bays for the Super Hornet which are direct replacements for these elements in the kit. Each is a single resin component with amazing amounts of moulded detail plus two photo-etched parts to make up the webs inside each of the main bays.

Designed for: Hasegawa kit

Material: R, PE

Price Guide: £7.25

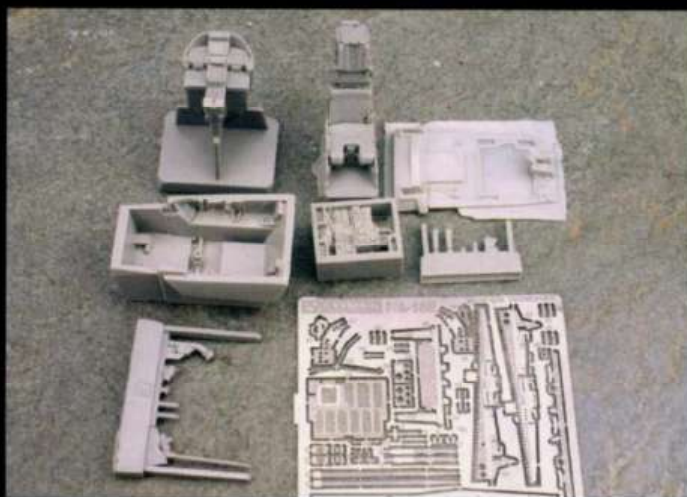

1:48 4289
Focke-Wulf Fw 190A-8/F-8 Wheel Bay

This new wheel bay insert is a direct replacement for the area in the kit and all you will have to do is first remove the moulded web from the front of the bay area in the lower wing. Included as separate parts are both inboard cannon barrels and the support rod visible in the centre of the well.

Designed for: Tamiya kit

Material: R

Price Guide: £TBA

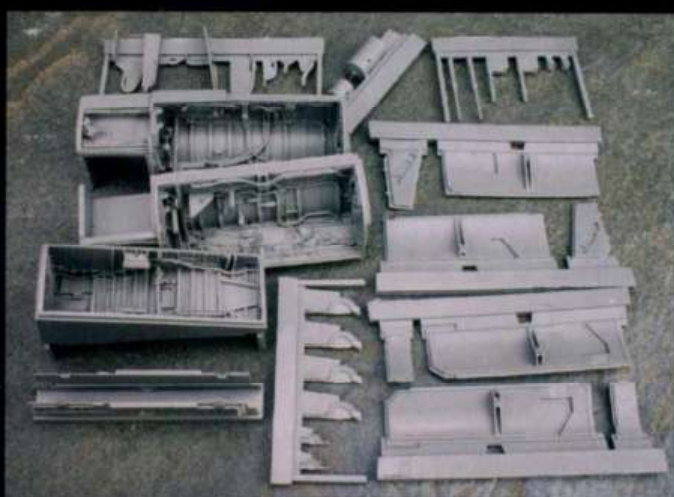

1:48 4295
F/A-18E Cockpit

This is one of Aires' usual high quality replacement cockpits made up of the tub, separate ejection seat, sidewalls, rear upper decking, instrument panel and coaming and all the smaller details in resin, and two-dimensional items like the seat harness, rudder pedals, canopy sills, canopy frames and instrument panel facias all in photo-etched.

Designed for: Hasegawa kit

Material: R, PE

Price Guide: £9.10


1:32 2055
A-7E Wheel Bays

This set of wheel bays is a direct replacement for those in the kit and they come complete with separate undercarriage doors and associated linkage. The level of additional detailing in each of them is stunning; you have to see it to believe it!

Designed for: Trumpeter kit

Material: R

Price Guide: £16.70

Verdict: The Aires range is excellent, with a wide range of sets and superb production and presentation. This latest batch is no exception and can therefore be highly recommended to all. Our thanks to Aires for supplying the review samples.

Available from: www.aires.cz

new releases - accessories

Latest product information for Scale Aircraft Modellers



1:48 4299

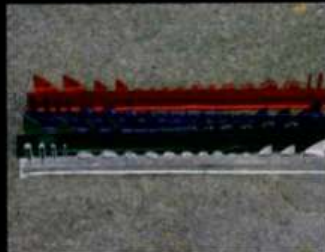
Focke-Wulf Fw 200 Wheels & Mask

This is a set of four direct replacement 'weighted' wheels plus die-cut vinyl masks to help you paint the hubs.

Designed for: Trumpeter kit

Material: R

Price Guide: £5.40



1:48 4300

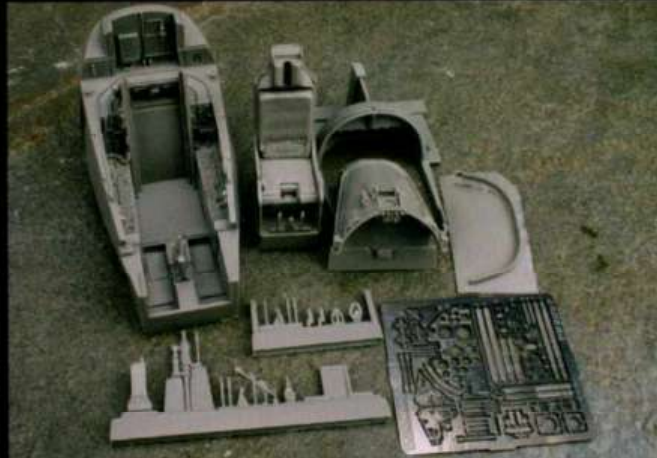
Position Lights and Anti-collision Beacons

This set contains four stripes of various shaped lights, each in a different colour (clear, red, green or blue) and offering a total of seventy-two separate items.

Designed for: N/A

Material: R

Price Guide: £5.40



1:32 2057

LTV A-7D Corsair Cockpit Set

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

Designed for: Trumpeter kit

Material: R, PE

Price Guide: £16.70

Hippo Models, Czech Republic [www.sweb.cz/hippomodels] / Available from Hannants (UK)

Known for their WWI related kits, these are the first in a new series of accessories for the same subject matter



1:48

WWI Bombs & accessories for German Attack Planes

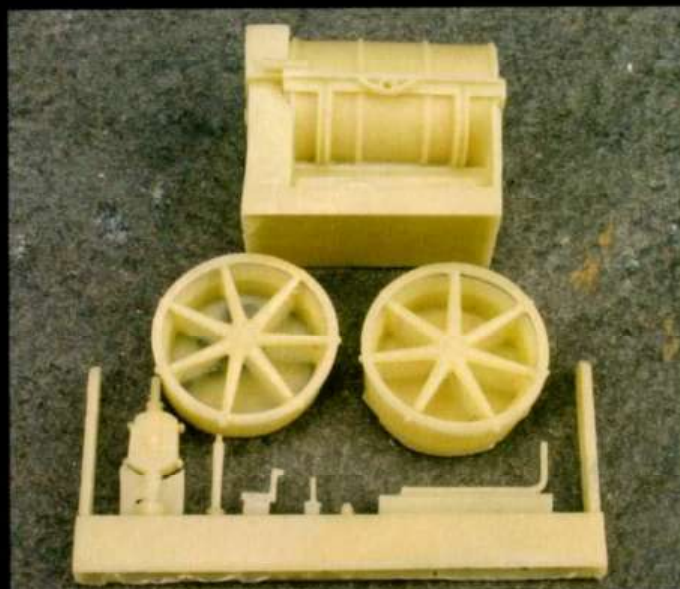
This little set offers twenty-four fragmentation bombs along with both interior and exterior racks to store them on the planes. This type of bomb was used throughout WWI by the German air force, on types like the Roland CL.II etc.

Designed for: N/A

Material: R

Price Guide: £TBA

Verdict: Hippo Models are already known for their resin kits, but these are the first accessories from them. They are actually produced by Aires and are packaged much like the Calibre 35 range, their quality is excellent and they can be recommended to all. Our thanks to Hippo Models for supplying the review samples.



1:48

WWI German Refuelling Set

This resin set offers the wheeled cart used by German forces in WWI to refuel aircraft. It basically comprises a fuel drum on spoked wheels, with a hand pump fitted on top. All you need to build it is supplied, with the exception of a suitable length of 'hose' to add to the pump.

Designed for: N/A

Material: R

Price Guide: £TBA

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

As usual, this month sees another new batch of photo-etched detail sets and paint masks from Eduard, so here is a rundown of what is now on offer.

Photo-Etched 1:72 'Zoom' Series

SS281 Fiat CR.42 Falco [Pre-painted] (Italeri) Price Guide: £3.70

Photo-Etched 1:48 Series

48-534 B-17G Flying Fortress Engines (Revell/Monogram) Price Guide: £8.75
 49-339 Heinkel He 162A-2 Spatz [Pre-painted] (Tamiya) Price Guide: £13.50
 49-340 McDD RF-4C Phantom [Pre-painted] (Hasegawa) Price Guide: £15.50
 49-343 Focke-Wulf Fw 190F-8 [Pre-painted] (Tamiya) Price Guide: £10.50
 49-349 Curtiss SB2C-4 Helldiver Interior [Pre-painted] (Revell-Monogram) Price Guide: £15.50

Photo-Etched 1:48 'Big ED' Series

BIG 48-64 Grumman OV-10 Mohawk (Roden) Price Guide: £33.80
 Includes: EX077 Canopy & Wheel Masks, 48-479 OV-10A/D Wheel Well & Undercarriage Detail Set, 48-536 Exterior Detail Set, 49-009 Remove Before Flight Tags [Pre-painted] & 49-295 Interior Detail Set [Pre-painted]
 BIG 48-65 WWII Seat Belt Set - Axis Price Guide: £21.60
 Includes: 49-002 Luftwaffe WWII Fighters [Pre-painted], 49-003 Luftwaffe WWII Bombers [Pre-painted], 49-004 Imperial Japanese Navy [Pre-painted], 49-005 Imperial Japanese Army [Pre-painted] & Italian [Pre-painted]

Photo-Etched 1:32 Series

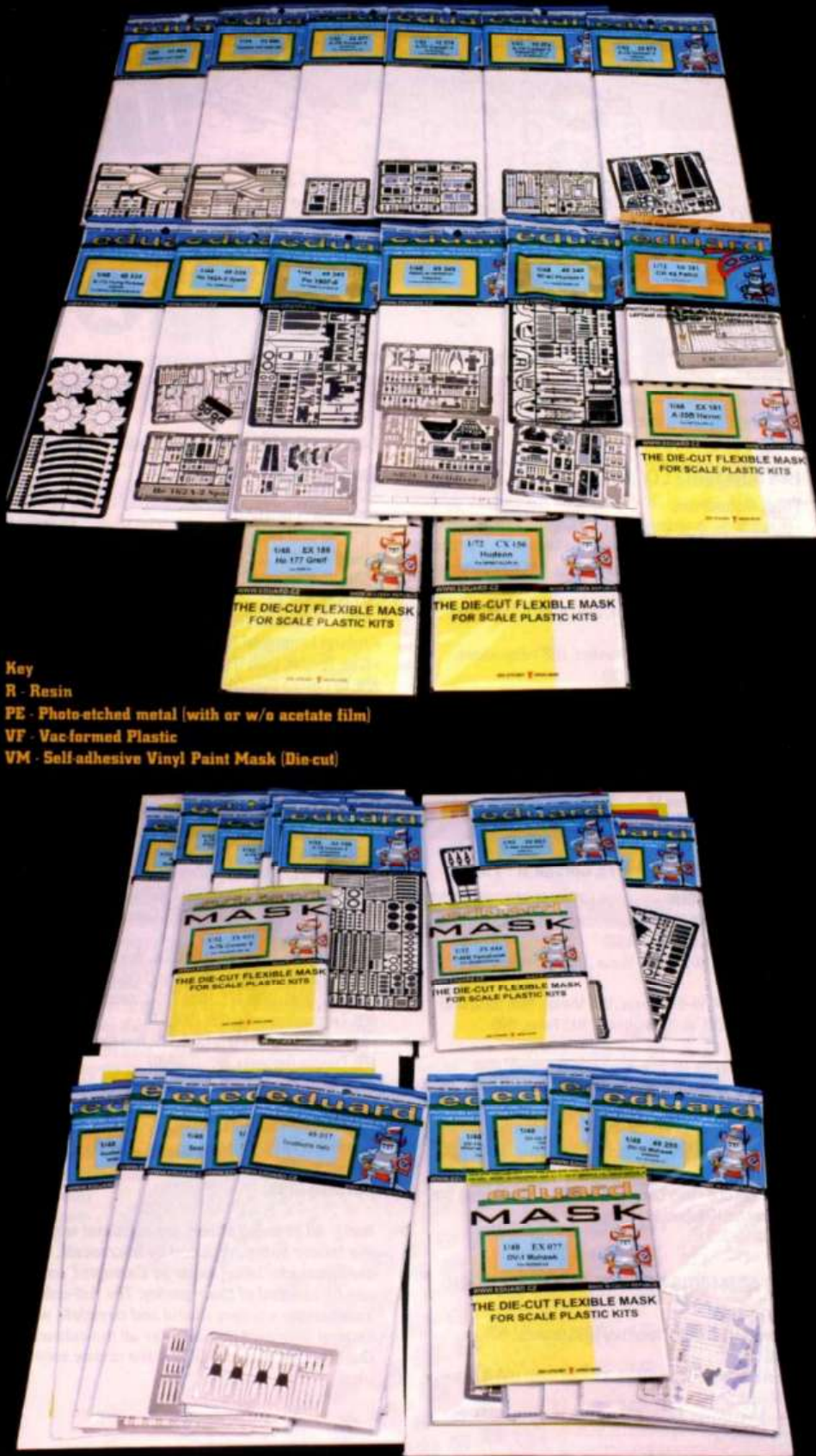
32-573 LTV A-7D Interior [Pre-painted] (Trumpeter) Price Guide: £15.50
 32-574 LTV A-7D ESCAPAC IG-2 Ejection Seat Detail Set [Pre-painted] (Trumpeter) Price Guide: £5.60
 32-576 LTV A-7D Avionics [Pre-painted] (Trumpeter) Price Guide: £10.50
 32-577 LTV A-7D Exterior [Pre-painted] (Trumpeter) Price Guide: £15.50

Photo-Etched 1:32 'Big ED' Series

BIG 32-36 Curtiss P-40B Tomahawk (Trumpeter) Price Guide: £233.99
 Includes: JX044 Canopy & Wheel Masks, 32-150 Interior Detail Set [Pre-painted], 32-151 Landing Flaps, 32-553 Exterior Detail Set
 BIG 32-40 LTV A-7E Corsair/ESCAPAC IG-2 (Trumpeter) Price Guide: £63.99
 Includes: JX051 Canopy & Wheel Masks, 32-156 Armament, 32-501 Remove before Flight Tags [Pre-painted], 32-558 ESCAPAC IG-2 Ejection Seat [Pre-painted], 32-562 Interior Detail Set [Pre-painted], 32-565 Avionics [Pre-painted], 32-566 Exterior Detail Set [Pre-painted]
 Note: All mask sets included in the Big Ed sets are Kabuki tape.

Photo-Etched 1:24 Series

23-005 Sea Belts RAF WWII [Pre-painted] Price Guide: £5.60
 23-006 Sea Belts RAF WWII Late [Pre-painted] Price Guide: £5.60



Key

R - Resin

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

VF - Vac-formed Plastic

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

new releases - decals

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



AirDOC, Germany

Available in UK from: Hannants

1:48 ADM48013 LTV A-7E Corsair II - Atlantic Fleet Squadrons

- BuNo.158835, VA-12 'Clingers', USS Dwight D. Eisenhower, Lebanon, November 1983 (DCG/LCG)
 - BuNo.157485, VA-37 'Bulls', USS Forrestal, NAS Cecil Field, 1985 (DCG/LCG)
 - BuNo.157541, VA-66 'Waldomen', USS Dwight D. Eisenhower, Lebanon, November 1983
 - BuNo.157566, VA-87 'Golden Warriors', USS Independence, Grenada, October 1983 (DCG/LCG)
 - BuNo.160869, VAI-05 'Gunslingers', NAS Fallon, November 1985 (DCG/LCG)
 - BuNo.159285, VA-72 'Blue Hawks', USS John F. Kennedy, during Operation Desert Storm in January 1991 (DCG/LCG)
- Colour Key:** DCG - Dark Compass Grey, LCG - Light Compass Grey
Designed for: Hasegawa kit
Price Guide: £9.45

1:48 ADM48014 LTV A-7E Corsair II - Pacific Fleet Squadrons

- BuNo.159833, VA-22 'Fighting Redcocks', USS Enterprise, Strait of Hormuz, 1988 (DCG/LCG)
 - BuNo.159281, VA-27 'Royal Maces', USS Carl Vinson, 1988 (DCG/LCG)
 - BuNo.160544, VA-93 'Ravens', USS Midway, 1986 (DCG/LCG)
 - BuNo.15158021, VA-97 'Warhawks', NAS Fallon, 1985 (DCG/LCG)
 - BuNo.157615, VA-147 'Argonauts', USS Kitty Hawk, 1983 (DCG/LCG)
 - BuNo.158011, VA-192 'Golden Dragons', USS Ranger, 1983 (DCG/LCG)
 - BuNo.157523, VA-195 'Dambusters', NAF Atsugi, Japan, 1983 (DCG/LCG)
- Colour Key:** DCG - Dark Compass Grey, LCG - Light Compass Grey
Designed for: Hasegawa kit
Price Guide: £10.95

1:48 ADM48015 LTV A-7B Corsair II - VA-215 'Barn Owls'

- BuNo.154454, VA-215 'Barn Owls', USS Oriskany, 1974 (LGG/GW)
 - BuNo.154381, CAG aircraft, VA-215 'Barn Owls', USS Oriskany, 1974 (LGG/GW)
 - BuNo.154463, VA-215 'Barn Owls', USS Theodore Roosevelt, 1977 (LGG/GW)
- Colour Key:** LGG - Light Gull Grey, GW - Gloss White
Designed for: Hasegawa kit
Price Guide: £8.99

1:48 ADM48016 LTV A-7E Corsair II - US Air National Guard

- S/No. 72-0996, 120th TFS, 140th TFW, Colorado ANG, Buckley ANGB, 1978 (T/DG/FG/LG)
 - S/No. 72-0237, 188th TFS, 150th TFG, New Mexico ANG, Kirtland AFB, 1979 (T/DG/FG/LG)
 - S/No. 70-1039, 125th TFS, 138th TFG, Oklahoma ANG, Tulsa, 1977 (T/DG/FG/LG)
 - S/No. 74-1742, 146th TFS, 112th TFWG Pennsylvania ANG, Pittsburgh International Airport, 1983 (T/DG/FG/LG)
 - S/No. 72-0244, 120th TFS, 140th TFW, Colorado ANG, Nellis AFB, for Exercise Gunsmoke 1981 (T/DG/FG/LG)
 - S/No. 71-0324, 188th TFS, 150th TFG, New Mexico ANG, Kirtland AFB, 1984 (DGG/FG)
 - S/No. 70-1028, 125th TFS, 138th TFG, Oklahoma ANG, Tulsa, 1985 (DGG/FG)
 - S/No. 70-1049, 146th TFS, 112th TFG, Pennsylvania ANG, Pittsburgh International Airport, 1983 (DGG/FG)
 - S/No. 71-0341, 120th TFS, 140th TFG, Colorado ANG, Buckley ANGB, 1990 (GG/MG)
 - S/No. 69-6222, 'Scrappy', 162nd TFS, 178th TFG, Ohio ANG, Springfield Municipal Airport, 1991 (GG/MG)
 - S/No. 71-0341, 120th TFS, 140th TFG, Colorado ANG, Buckley ANGB, 1990 (GG/MG)
 - S/No. 72-0225, 188th TFS, 150th TFW, New Mexico ANG, Cairo West, Egypt, Exercise Bright Star, 1981 (T/DG/FG/LG)
 - S/No. 72-0243, 120th TFS, 140th TFG, Colorado ANG, Nellis AFB, Exercise Gunsmoke, 1981 (DGG/FG)
 - S/No. 75-0388, 188th TFS, 150th TFG, New Mexico ANG, Nellis AFB, Exercise Gunsmoke, 1991 (GG/MG)
- Colour Key:** T - Tan FS30219, DG - Dark Green FS 34102, FG - Forest Green FS 34079, LG - Light Grey FS 36622, DGG - Dark Gunship Grey FS 36081, GG - Gunship Grey FS 26118, Medium Grey FS 26270
Designed for: Hasegawa kit
Price Guide: £11.99

Verdict: All of these sheets are excellent with the former being produced by Microscale, and the remainder being made by Cartograf, so you can be assured of their quality. The full-colour instructions are very useful and complete with Federal Standard numbers for all the colours. Our thanks go to AirDOC for the review samples.

BEST BUY 9/10
 FOR: SEE REVIEWS

AIRMO, Poland (www.jadar.com.pl)

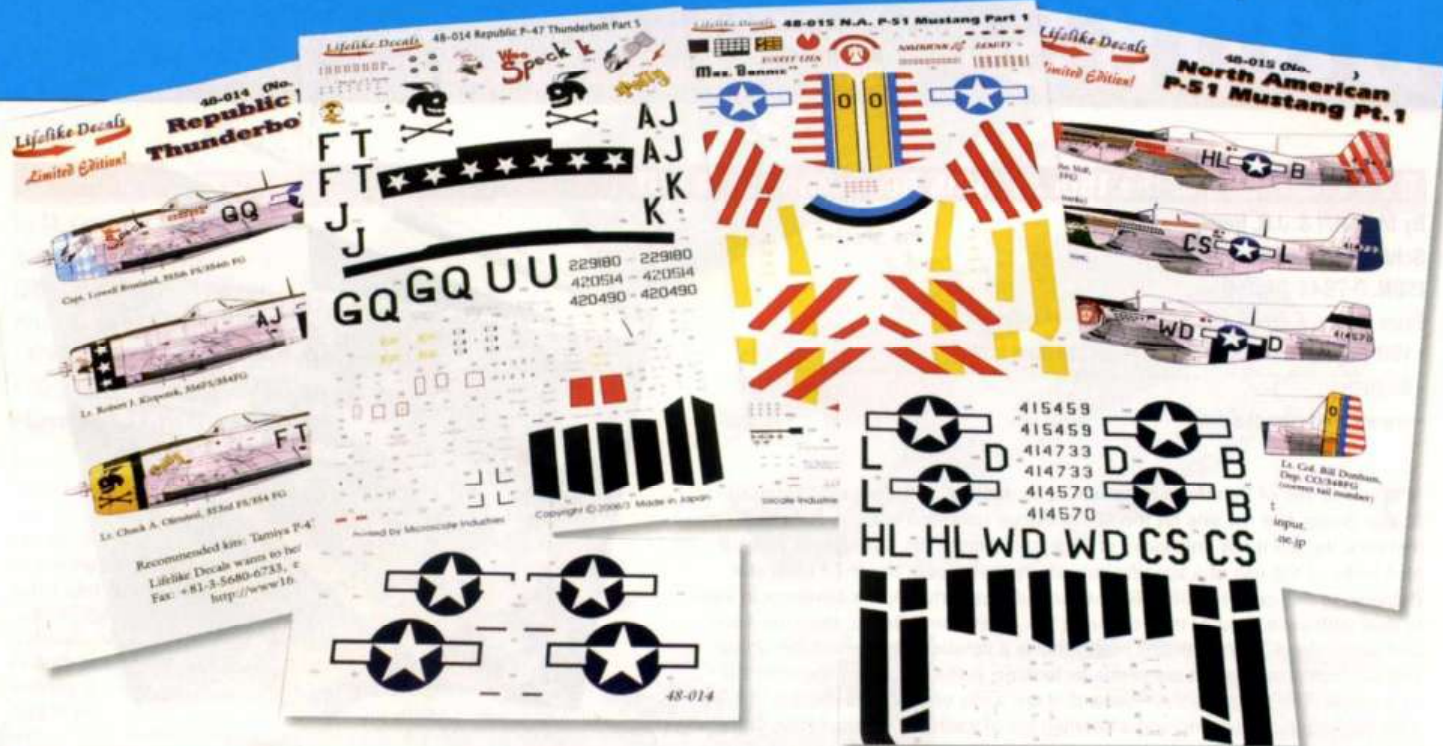
Available from: Manufacturer

1:72 72402 1586 Special Duty Flight

- H.P. Halifax Mk II Series 1a, LL252, GR-L based at Brindisi, Italy in 1944 (DG/DE/N)
 - H.P. Halifax Mk II Series 1a, JD319, GR-A, based at Brindisi, Italy in 1944 (DG/DE/N)
 - Consolidated Liberator B Mk VI, EV978, GR-R based at Brindisi, Italy in 1944 (OD/NG)
- Colour Key:** DG - Dark Green, DE - Dark Earth, N - Night (Black), OD - Olive Drab, NG - Neutral Grey
Designed for: Matchbox/Revell kit
Price Guide: £TBA

Verdict: There was a time when we scabbled about looking for interesting RAF related schemes, but with the likes of AIRMO we are now spoilt for choice! This sheet is excellent and is well printed with good colour density. It can certainly be recommended to all RAF fans and our thanks to Jadar-Model for the review sample

BEST BUY 10/10
 FOR: MATCHBOX (REVELL) KIT



Lifelike Decals, Japan (www16.ocn.ne.jp/~lifelike/)

Available in UK from: Hannants

I:48 48-014 Republic P-47D Thunderbolt Part 5

- P-47D-30, S/No.44-20514, GQ-U, 'Wee Speck', flown by Capt. Lowell Bruland of the 355th FS, 354th FG based at Rosières-en-Haye, France in December 1944 (NM/OD/LB)
- P-47D-30-RE, S/No.44-20490, AJ-K, 'The Mad Pole', flown by Lt Robert J. Klopotek of the 356th FS, 354th FG based at Rosières-en-Haye, France in December 1944 (NM/OD/W/B)
- P-47D-28-RA, S/No. 42-29180, 'Polly', flown by Lt Chuck A. Olmsted of the 353rd FS, 354th FG based at Rosières-en-Haye, France in December 1944 (NM/OD/Y)

Colour Key: NM - Natural Metal, OD - Olive Drab, LB - Light Blue, W - White, B - Black, Y - Yellow

Designed for: Tamiya kit

Price Guide: £9.50

I:48 48-015 North American P-51 Mustang Part I

- P-51D-15-NA, S/No.44-15459, HL-B, 'American Beauty/Lovely Lila' flown by Capt John Voll of the 308th FS, 31st FG based at San Severo, Italy in November 1944 (NM/OD/R)
- P-51D-10-NA, S/No.44-14733, CS-L, 'Daddy's Girl', flown by Capt. Raymond Wetmore of the 370th FS, 359th FG based at East Wretham in February/March 1945 (NM/OD/G)
- P-51D-10-NA, S/No.44-14570, WD-D, 'Thunder Bird', flown by Capt. Ted Lines of the 335th FS, 4th FG based at Debden in September to November 1944 (NM/OD/R)
- P-51K-10-NT, S/No.44-12017, 'Mrs Bonnie', flown by Lt Col. Bill Dunham the Deputy CO of the 348th FG based at Le Shima, Okinawa, Japan in August 1945 (NM/OD/B)

Colour Key: NM - Natural Metal, OD - Olive Drab, R - Red, G - Green, B - Black

Designed for: Tamiya kits

Price Guide: £9.50

Verdict: Both of the above sheets are excellent. The colour instructions have comprehensive notes and when the manufacturer has assumed something, due mainly to a lack of photographic evidence, they have said so. Modellers in the UK could obtain this range from Hannants, while all other worldwide enquiries should be made directly to the manufacturer. Our thanks to Lifelike Decals for the review samples.

BEST BUY 10/10

FOR: SEE REVIEWS

Techmod, Poland (www.techmod.com.pl)

Available in UK from: Hannants

We can cover this batch all in one, as all the sheets cover the same subjects, just in different styles and sizes. Created in association with well-known Finnish Air Force historian Karl Steinman, Techmod have now produced the following sheets of Finnish national insignia and serial numbers covering the 1934-1945 period. The roundels come in 1010mm, 940mm, 860mm, 790mm, 650mm and 580mm equivalent diameters and the serial numbers in 350mm, 275mm, 250mm, 225mm and 220mm heights. The roundels come on grey or white backgrounds, while the serials are offered on each sheet in black, green or white. In each scale, each pack contains one sheet of roundels and two sheets of serials.

I:72 72130 Finnish Air Force Swastikas and Serials 1934-45

This sheet has both white and grey backgrounds to the roundels

I:48 48073 Finnish Air Force Swastikas and Serials 1934-45

This sheet has only white backgrounds to the roundels

I:48 48074 Finnish Air Force Swastikas and Serials 1934-45

This sheet has only grey backgrounds to the roundels

I:32 32022 Finnish Air Force Swastikas and Serials 1934-45

This sheet has only white backgrounds to the roundels

I:32 32023 Finnish Air Force Swastikas and Serials 1934-45

This sheet has only grey backgrounds to the roundels

Verdict: Techmod always produce good sheets, each with excellent printing and colour density. In this instance the instructions contain a lot of technical information about the correct location of the roundels and codes, so this will leave the modeller in no doubt. It is good to see Finnish subjects being covered in this manner, especially in all three main scales, and they can be highly recommended to all. Our thanks to Techmod for the review samples. UK modellers can obtain this range from Hannants, all other worldwide enquiries should be made with Adalbertus (wbuhak@can.waw.pl), their sole export representative.



BEST BUY 10/10

FOR: SEE REVIEWS

books

Calling all Publishers and Authors!

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

B-24 Liberators of the 15th AF/49th Bomb Wing in WWII

By M.D. Hill & J.R. Beitling

Schiffer Publications Ltd

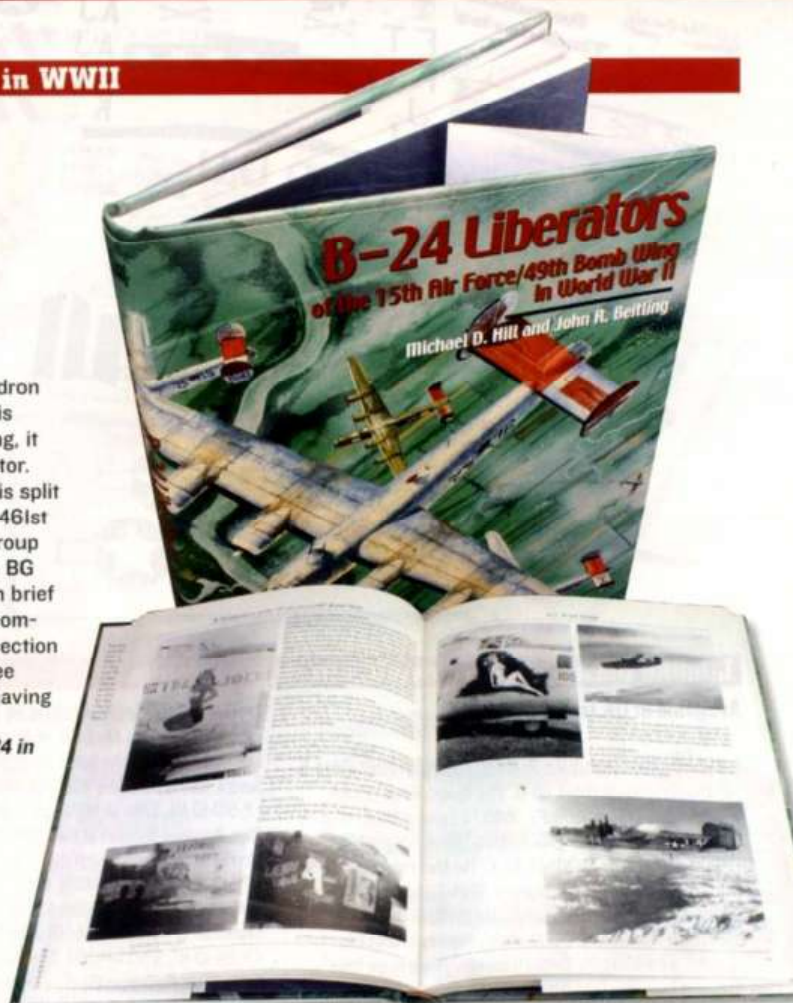
ISBN: 0-7643-2423-3

Price Guide: £49.95 (\$59.95)

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

+ This is one of Schiffer's historical titles dealing with a specific squadron or group, like the one on the 467th BG we reviewed in Issue II. In this instance though it not only looks at a specific group, the 49th Bomb Wing, it also looks at the use of a specific aircraft by that group, the B-24 Liberator. Because in this case the 49th BG has squadrons within it, the coverage is split to deal with each in turn, thus covering the 451st Bomb Group, then the 461st and finally the 484th. With 160 pages this is a detailed account of the Group and the first chapter sets the scene by looking at the history of the 49th BG as a whole. The chapters that follow this are a mix of narrative dealing in brief with the history of the unit and a detailed list of each B-24 it operated, complete with details of its entire service history with the Group. The final section in the title is a nice photographic collection showing images from all three Groups, most of them whilst on a mission, on return from a mission, or having crashed.

Verdict: If you are interested in WWII USAAF bomber operations or the B-24 in general then this title is one you will want to consider. It is packed with both narrative and photographic information that is just so useful to the modeller.



RATING 9/10

SUPPLIED BY: THANKS TO BUSHWOOD BOOKS

Republic P-47 Thunderbolt Vol.III

by T. Szlagor

Kagero

ISBN: 83-60445-07-9

Price Guide: £11.99

- Monograph No.24
- 124-page, A4, laminated card cover
- Polish & English
- www.kagero.pl

+ Following on from their previous coverage of the P-47 (see Issue 10), this third volume deals with operations in Europe from the Normandy landings through to the end of the war. It is mainly narrative, split 50/50 on each page between Polish and English, with all photo captions also offered in both languages. The text charts the operational use of the P-47D throughout the period, with details of sorties as well as changes in unit deployment. This is thoroughly illustrated with a mass of period images. The latter section of the title includes pages of 1:48 plans that include the P-47D-30 and 40 as well as the M-1, N-1, N-15, N-20 & N-25. The P-47D-30 set is offered in a foldout format. Once again this is followed by side profiles that show the changes in the airframe from the D-30 through to the N-25 and three pages of colour profiles follow this. As no decals are included in this volume you get a set of die-cut self-adhesive masks for D-Day, stripes and the canopy in both 1:48 and 1:72.

Verdict: This series from Kagero is excellent and ideal for the modeller. The information, photos and scale plans coupled with the 'freebie' make it one that we can recommend to all fans of the 'Jug'.



RATING 9/10

SUPPLIED BY: THANKS TO KAGERO

Heinkel He 111

by M. Griehl

AirDOC Publications

ISBN: 3-935687-43-5

Price Guide: €16.00

- WWII Combat Aircraft Photo Archive No.4
- 56-page, A4, laminated card cover
- German & English

Following on from their title on the Do 17 that we reviewed in Issue 13, AirDOC have now released this new one covering the early versions of the He 111. It deals with the A to G and J versions and comes in the usual format with the text split 50/50 on each page between English and German. All photo and profile captions are also in both languages and the narrative begins by looking at the development of the He 111 design and then goes on to chart its service use along with details of each sub-variant. This fills the first eleven pages, but the rest of the book is packed full of clear black and white period images. These are set in chronological order, starting with a few shots of the prototype then going on to look at the type's use by Luftwaffe, then in Spain and finally with the Luftwaffe in the immediate pre- and early-war periods. Interspersed within the main body of the book are a couple of pages of colour side profiles.

Verdict: This is another excellent title from AirDOC and a real must for all Luftwaffe fans, as well as those interested in early versions of the He 111 or bomber operations during the Spanish Civil War.

RATING 10/10

SUPPLIED BY: THANKS TO AIRDOC PUBLICATIONS



Lockheed-Martin F-16C Fighting Falcon

by J. Manek & T. Zmuda

Kagero

ISBN: 83-60445-05-2

Price Guide: £6.99

- Topshots No.11027
- 50-page, A5 landscape, laminated card cover
- Polish & English
- www.kagero.pl



As with all titles in Kagero's Topshot series the bulk of this one is photographic, in colour throughout and with all the text and captions in both Polish and English. As usual the book also contains a sheet of decals, produced by Techmod, that offer markings in 1:32, 1:48 and 1:72 for what we presume is the projected scheme for the Block 52 Cs due to be delivered to Poland later this year, as there are no instructions included? The photographic 'walk-around' covers every inch of the airframe, with clear images, mostly taken outside, of the radome and radar, cockpit, undercarriage, tail, vertical fin, wings and tailerons, along with a good selection of images of the various weapons carried by the type.

Verdict: With good kits of the F-16 in all three main scales this is certainly a subject that is of interest to the modeller. You only need a title like this to build, detail or super-detail a model of it in any scale, and we therefore highly recommend it to all.

RATING 10/10

SUPPLIED BY: THANKS TO KAGERO



books

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LTV A-7 Corsair II

by W. Münzenmaier

AirDOC Publications

ISBN: 3-935687-12-5

Price Guide: €19.95

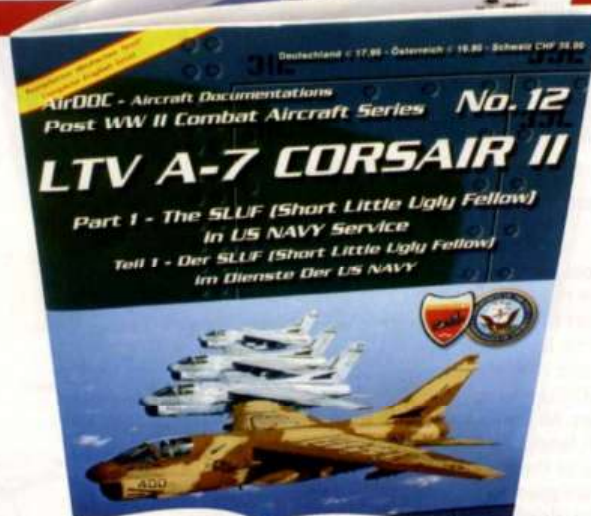
- WWII Combat Aircraft Photo Archive No.12
- 72-page, A4, laminated card cover
- German & English

+ This is the latest addition to this series from AirDOC, which looks at USN operations of the A-7 Corsair II. The narrative covers the development and operational use of the A-7, along with a detailed description of each version. The text is split 50/50 on each page between English and German, with both languages also used for all photo and profile captions. The photographs are all in colour and are interspersed with colour profiles and the occasional unit badge etc. Although the narrative deals with all of the operational use of the A-7, the supporting images don't, as most show the type in recent years, so this makes the whole package seem rather at odds at times. The last section deals with Corsair operations during Operation Desert Storm, and this is well illustrated with colour photos from the period, including good shots of mission tallies. The last few pages offer 1:72 plans of the A-7E.

Verdict: A very useful title, full to overflowing with colour images and profiles. As said, a few older images would have given a better balance, but the usefulness of the images included can't be denied, so it is highly recommended to all fans of the SLUF.

RATING 8/10

SUPPLIED BY: THANKS TO AIRDOC PUBLICATIONS



Focke-Wulf Fw 190A/F

by A.G. Ruiz, E.S. Flors, A.M. Berlina & P.A. Gimenez

Historie & Collections

ISBN: 2-915239-58-4

Price Guide: £10.95

- Planes & Model Kits No.1
- 82-page, 240mm x 200mm, laminated card cover
- English
- www.historieetcollections.fr

+ This is the first title in a new series from this French publisher. Once you get inside the style will seem very familiar and this is because all the authors are Spanish, so their 'style' is recognisable to you from their other published works. The book itself deals with a specific type, the A to F Fw 190 in this instance, and you get various levels of build. Each is extensively illustrated with superb quality photography and there is little in the way of narrative other than the photo captions. Clever use of artwork allows stage-by-stage painting guides, showing you how the overall colour scheme and markings are applied. The odd thing about the title is that it is back to front, in that the from-the-box build is last and the scratchbuilt prototype is first, but who cares as the quality of the builds throughout is superb.

Verdict: An excellent title and concept for a series. The quality may be well above what many of you can or want to achieve, and although the captions are good they still don't fully describe what the modeller is doing. Overall though this is an excellent title and one that we can highly recommend to all Luftwaffe fans.



RATING 10/10

SUPPLIED BY: THANKS TO CHRIS LLOYD LTD

Fokker E.V/D.VIII

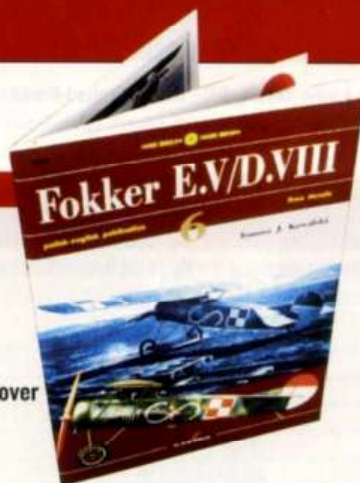
by Tomasz J. Kowalski

Kagero

ISBN: 83-60445-09-5

Price Guide: £6.99

- Famous Airplanes No.6
- 46-page, A5 format, laminated card cover
- Polish & English
- www.kagero.pl



+ Following-on from our review of the title on the Albatros D.I to V in this series that we covered in Issue 12 this is the sixth title in the series and it deals with the Fokker E.V (D.VIII). The main bulk of the title is narrative, in both languages, with a limited number of period photographs. There are colour profiles in the centre pages (and also on the back cover) and these include the four machines offered on the decal sheet that is also included in the book. This sheet is produced by Techmod and offers all four options in 1:48 and 1:72.

Verdict: These are not extensive titles on the subject, but Kagero have included them to allow them to cover those subjects they don't have enough for in the larger format series. Overall they offer a neat little package akin to an "In Action" title and can be recommended to all.

RATING 9/10

SUPPLIED BY: THANKS TO KAGERO

**V1 Arme du Désespoir**

by Y. Delefosse

Lela Presse

ISBN: 2-914017-35-9

Price Guide: \$45.00

- Collection Historie de l'Aviation No.18
- 240-page, A4 format with hardback cover
- French
- www.avions-bateaux.com



+ This new title looks at the development and deployment of the Fieseler Fi 103 (V1) in WWII and the sites in France used to initially launch them against Britain. The narrative, which is in French throughout, is split down to look at the development of the weapon itself at Peenemünde, Operation Hydra, deployment of it in France and the various sites from which it was launched, Operation Crossbow, further development and modifications to the sites, operations from June to September 1944 by 155 Flak Regiment, the continuation of the offensive but now air-launched from He III's and the final development of the V1 in the Reichenberg format.

Verdict: This is a very interesting title, limited we grant you by the use of French throughout, but nevertheless the diagrams and photos, both period and present day, are all extremely useful. Some of the wartime images are well known, but others are not and our eye was taken by the Fi 103 under a Fw 190, now there is a 'what if?' project! Copies of this title can be obtained from The Aviation Book Centre in the UK.

RATING 8/10

SUPPLIED BY: THANKS TO LELA PRESS

**Corsair KD431**

by D. Morris

Sutton Publishing

ISBN: 0-7509-4305-X

Price Guide: £19.99

- 208-page, hardback cover
- English
- www.suttonpublishing.co.uk



+ Many of you will know of the FAA Museum at Yeovilton in Somerset, well this new title is all about their Corsair, KD431, which a few years back went through a painstaking, almost forensic, examination of its true identity, colour and markings. This book charts each stage of this, with the text written by David Morris, Curator of Aircraft at the museum and the man in charge of the whole project. The book is packed with data not just about their machine, but also about the Corsair in general and because so much of the images have been taken during the work, they show details of the type that you simply don't see elsewhere. From a modellers' point of view it is the perfect book if you have any interest in the bent-wing bird, or FAA operations of it.

Verdict: An excellent title, ideal for the modeller, as just about every inch of the airframe is covered, and also ideal for those interested in FAA operations of the Corsair during WWII. It also has local flavour for those of you living near Yeovilton or, like us, near Cranfield in Bedfordshire, as that is where KD431 ended up for many years after WWII.

RATING 10/10

SUPPLIED BY: THANKS TO SUTTON PUBLISHING

**Yakovlev Ya-9U & P**

by Robert Panek

Mushroom Model Publications

ISBN: 83-89450-27-5

Price Guide: £14.00 (UK inc P&P)

- Yellow Series No.6119
- 112-page, A5, laminated card cover
- English



+ This is the latest addition to the Yellow Series from Mushroom and it is offered in the usual format combining a mix of narrative with walk-around images and colour side profiles. Basically split 25/75, the historical element takes up the first 32 pages, and the photos and profiles the remainder. The text is concise, with details of each mark as well as their use by a multitude of nations. The photo section covers two examples preserved in Russia, one of which is outside with most of the cowls off and in pretty poor condition, plus one preserved in Poland. The images are a mix of colour and black and white and there may be a few period detail images included by the looks of it. There are no diagrams from the flight manual this time save for the instrument panel and the engine, but the photos are sufficient to clarify areas like the engine, undercarriage and cockpit interior. The last 27 pages are all colour profiles, with two to a page. Readers in the UK and Europe can obtain a copy at the above-quoted price from the publisher, while those in the USA can find the range at MMD (Squadron), and those in Australia may obtain it from Platypus Publications.

Verdict: The Yak-9 has been produced in 1:72 by A-Model and High Planes, plus some versions in 1:48 by ICM, so this title will be very useful to modellers. It is highly recommended, and our thanks go to Mushroom Model Publications for the review sample.

RATING 9/10

SUPPLIED BY: THANKS TO MUSHROOM MODEL PUBLICATIONS

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

News - Just Released

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

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
Airfix	1:144	03174	IM	Hawker-Siddeley Trident IC	£6.99	RE Ltd Edition
Airfix	1:144	03178	IM	BAC III 'British Caledonian'	£6.99	RE Ltd Edition
Airfix	1:144	04170	IM	Boeing 707	£9.99	RE Ltd Edition
Airfix	1:144	04172	IM	Boeing Clipper	£9.99	RE Ltd Edition
Airfix	1:72	03059	IM	Shorts Tucano T Mk I	£6.99	RE
Airfix	1:72	04047	IM	De Havilland DH 89 Dragon Rapide	£9.99	RE Ex-Heller
Airfix	1:72	05002	IM	Bristol Mk 32 Superfreighter	£10.99	RE Ltd Edition
A-Model	1:72	72049	IM	Kamov Ka-62	£9.65	NT
A-Model	1:72	72139	IM	Hawker Fury I/II 'Spanish'	£7.35	RE
A-Model	1:72	71240	IM	Hawker Fury I/II 'Yugoslavian'	£7.35	RE
Anigrand Craftworks	1:72	2063	R/PE/VF	Bell YAH-63 attack helicopter	£44.10	RE
Azur	1:72	AIR01	IM/R/PE	Potez 637A3 with ventral gondola	£15.99	RT
Azur	1:48	A058	IM/R/PE	Potez 631	£27.30	NT
CMR	1:72	I57	R/VF	Ikarus IK-2	£25.99	NT
Dragon	1:48	5546	IM/PE	Heinkel He 162 Mistel	£29.99	RT
Eduard	1:48	I122	IM/PE	Sopwith Camel 'Black Mike'	£19.70	RE
Eduard	1:48	8149	IM/PE	Polikarpov I-16 Type 24	£15.50	RT
Hasegawa	1:72	00808	IM	F-14B Tomcat 'VF-II Red Rippers'	£18.99	RE
Hasegawa	1:72	00809	IM	F/A-18F Super Hornet 'VFA-II Red Rippers'	£13.99	RE
Hasegawa	1:72	00810	IM	Kawasaki Ki-45 Kai Koh Toryu (Nick)	£14.99	RE
Hasegawa	1:72	00811	IM	F-14B Tomcat 'VF-213 Black Lions Last Cruise'	£18.99	RE
Hasegawa	1:48	09688	IM	P-51D Mustang 'Yellow Nose'	£16.99	RE
Hasegawa	1:48	09689	IM	A-7E Corsair II 'VA-192 Golden Dragons'	£23.99	RE
Hasegawa	1:48	09691	IM	F-14B Tomcat 'VF-32 Swordsmen'	£32.99	RE
Hasegawa	1:48	09692	IM	Mitsubishi T-2 'CCV'	£19.99	RE
Hasegawa	1:48	09693	IM	F/A-18F Super Hornet 'VFA-2 Bounty Hunters'	£34.99	RE
Hasegawa	1:48	09694	IM	F-104S Starfighter 'Italian Air Force'	£17.99	RE
Hasegawa	1:48	09696	IM	RF-4E Phantom II 'AG51 Immelmann Special'	£25.99	RE
Hasegawa	1:48	09697	IM	F-14B Tomcat 'VF-143 Pukin Dogs Last Cruise'	£32.99	RE
Hasegawa	1:48	09700	IM	F-104DJ Starfighter 'JASDF'	£17.99	RE
Hasegawa	1:48	09701	IM	Kawanishi NIKI-Ja Shiden '402nd FS'	£11.99	RE
Hasegawa	1:48	09702	IM	P-40E Warhawk 'South Pacific Aces'	£16.99	RE
Hasegawa	1:48	JT91	IM	Focke-Wulf Fw 190A-4	£16.99	RT
Hasegawa	1:48	JT92	IM	P-400 Airacobra	£16.99	NT
Hasegawa	1:48	X4821	IM	T-3 Jr Set	£11.99	NT
Hasegawa	1:32	08167	IM	Focke Wulf Fw 190D-9 JV44	£25.99	RE
High Planes Models	1:72	7290	IM/R/VF	E.E. Canberra T Mk 4	£30.00	NT
Italeri	1:48	2654	IM	General-Dynamics F-16A	£9.99	RE Ex-Esci
Revell	1:200	H-263	IM	Boeing SST 'PAN AM Supersonic Clipper'	£12.99	RE Ltd Edition
Revell	1:185	H-206	IM	B-47 Bomber	£7.99	RE Ltd Edition
Revell	1:168	H-178	IM	Convair Tradewind	£7.99	RE Ltd Edition
Revell	1:144	H-177	IM	Boeing 747 cutaway with interior	£19.99	RE Ltd Edition
Revell	1:72	04639	IM	T-6G Texan	£3.99	RE
Roden	1:72	036	IM	Junkers D.I (short fuselage version)	£6.50	NT
Roden	1:72	054	IM	Sopwith Camel two-seat trainer	£6.99	RT
Revell	1:48	04524	IM	Ryan NYP 'Spirit of St. Louis'	£12.99	NT
Revell	1:48	04456	IM	Northrop F-5E Tiger II	£9.99	RE
Revell	1:32	04727	IM	Hawker Hunter F Mk 6	£24.99	RT
Roden	1:48	429	IM	Bristol F.2b with Sunbeam Arab engine	£16.99	RT
Roden	1:48	412	IM	RAF BE.12b	£18.99	NT
Roden	1:32	605	IM	Fokker F.I	£27.99	RT
Southern Front	1:48	48001	IM	LaGG 3 Series 4	£11.99	NT
Special Hobby	1:72	72005	IM/R	Focke-Wulf Zerstörer P.II Leitwerk	£11.60	RE
Special Hobby	1:72	72125	IM/R/PE	Vultee BSh-1/PS-43 'Vultee V-II in Soviet Union'	£12.85	RT
Special Hobby	1:32	32010	IM/R/PE	Brewster F2A-2 Buffalo 'Yellow Wings'	£28.90	NT
Trumpeter	1:144	03904	IM/PE	Tupolev Tu-95MS	£24.99	NT
Trumpeter	1:48	02820	IM/PE	Westland Wyvern S.4 (Late Version)	£24.99	NT
Trumpeter	1:32	02243	IM/PE/RB	Douglas SBD-5/A-24B Dauntless	£59.99	RT
Valom	1:72	72013	IM/R/PE	Supermarine Walrus Mk I	£21.40	NT
Valom	1:72	72014	IM/R/PE	Seagull V	£21.40	NT
Valom	1:72	72017	IM/R/PE	Douglas TBD-1A floatplane	£19.99	RT



Airfix #03178 BAC III 'British Caledonian'



Airfix #04047 DH.89 Dragon Rapide



A-Model #72139 Hawker Fury 'Spanish AF'



Hasegawa #00810 Ki-45 Kai Koh



Revell #04727 Hawker Hunter F Mk 6



Italeri #2656 Douglas A-20B



Southern Front #48001 LaGG-3



Trumpeter #02820 Westland Wyvern S.4

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

News - Future Releases

Listed below are some of the new releases and reissues due in the next couple of months both in the UK and elsewhere in the world. For up-to-date news on all the latest releases visit our website at www.modelairplaneinternational.com.

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
Azur	1:72	AIR01	IM/R/PE	Potez 637	£20.75	RT
Azur	1:48	A051	IM/R/PE	Loire 130M	£TBA	NT
Azur	1:72	AIR02	IM/R/PE	Loire C.130C 'Colonial Version'	£17.75	RT
Dragon	1:48	5504	IM/PE	Messerschmitt Me 163B-1a Komet	¥3400	RE
Dragon	1:48	5509	IM/PE	Junkers Ju 88G-6 Nightfighter	¥4600	RE
Dragon	1:48	5547	IM/PE	Bachem Ba 349 Natter with launch tower	¥4000	RE
Eduard	1:48	R0003	IM/PE	Polikarpov I-16 'Royal Class'	£99.00	RE
FE Resin	1:144	068	R/VF	Gotha Go 242A-1	£24.00	NT
FE Resin	1:144	069	R/VF	Avia S-199 'Mezek' (Czech)	£15.50	NT
FE Resin	1:144	070	R/VF	Dassault Mirage III BJ	£18.25	NT
FE Resin	1:144	071	R/VF	McDonnell RF-101C Voodoo	£18.25	NT
Fine Molds	1:48	FB-13	IM	Ki-10-II 'Perry'	¥2800	NT
Fine Molds	1:48	FB-14	IM	Ki-10-II 'Kato's Fighter Squadron'	¥2800	NT
Fujimi	1:72	27036	IM	HSS-2B Sea King 'JMSDF'	¥1600	RE
Fujimi	1:72	28012	IM	F-14B 'Last Tomcat Red Rippers'	¥2800	RE
Fujimi	1:72	33007	IM	VH-53 'VIP'	¥2400	RE
Hasegawa	1:72	00820	IM	F-4F Phantom 'JG72 Westfalen Special 2001'	¥2800	RE Oct 2006
Hasegawa	1:72	00821	IM	MiG-29 Fulcrum 'German Special'	¥2200	RE Oct 2006
Hasegawa	1:72	00826	IM	F/A-18C Hornet 'VFA-97 Warhawks'	¥2000	RE Oct 2006
Hasegawa	1:72	E26	IM	Martin B-26B Marauder	¥TBA	NT 4th Qtr
Hasegawa	1:48	09704	IM	Junkers Ju 87D Stuka 'Romanian Air Force'	¥2600	RE Aug 2006
Hasegawa	1:48	09705	IM	Canadair Sabre Mk 5 'Canadian AF'	¥3400	RE Aug 2006
Hasegawa	1:48	09706	IM	F-104G Starfighter 'JBG34 Special'	¥2800	RE Aug 2006
Hasegawa	1:48	09707	IM	P-51D Mustang 'Petie'	¥2400	RE Aug 2006
Hasegawa	1:48	09708	IM	Macchi C. 202 Folgore 'Italian Ace'	¥2400	RE Aug 2006
Hasegawa	1:48	09709	IM	McDD F-4J 'Colourful Marine Corps'	¥3800	RE Oct 2006
Hasegawa	1:48	09710	IM	A-4M Skyhawk 'VMA-311 Tomcats'	¥2800	RE Oct 2006
Hasegawa	1:48	09711	IM	Nakajima Ki-44-II Shoki '85th Flight Regiment'	¥2400	RE Oct 2006
Hasegawa	1:48	09712	IM	CF-104 Starfighter 'Tiger Meet'	¥2400	NT Oct 2006
Hasegawa	1:48	09719	IM	F-14D Tomcat 'VF-2 Bounty Hunters Last Cruise'	¥4800	RE Aug 2006
Hasegawa	1:32	08168	IM	Messerschmitt Me 262A 'Galland'	¥3600	RE Sept 2006
Hasegawa	1:32	ST26	IM	Junkers Ju 87D	¥5600	RT Sept 2006
HR Model	1:72	7356	R/PE	Avro 551/552	£18.25	NT
HR Models	1:72	7357	R/PE	Cierva C.8V	£20.00	NT
HR Model	1:72	7358	R/PE	Phönix C.I 'Austria'	£17.50	NT
LF Models	1:72	7278	R/PE/VF	Messerschmitt Bf 109V-14	£TBA	NT
LF Models	1:72	7281	R/PE/VF	Caproni-Vizzola F.6Z	£TBA	NT
MPM	1:72	72534	IM/R/PE	Gloster Meteor FR Mk 9	£TBA	NT Sept 2006
MPM	1:72	72514	IM/R/PE	AFJA/SAAB B.5	£TBA	NT Sept 2005
MPM	1:72	72529	IM/R/PE	Focke-Wulf Fw 189A 'Night Fighter'	£TBA	RT Oct 2006
MPM	1:48	48060	IM/R/PE	Heinkel He 177A-7 'Hi-Tech'	£TBA	NT Dec 2006
MPM	1:48	48056	IM/R/PE	Fairey Fulmar Mk I	£TBA	NT Dec 2006
Omega	1:72	72263	R/PE	Stetinin-Grigorovich M-16 'Russia & Estonia'	£40.00	NT
Omega	1:72	72267	R/PE	Caudron G.III Anzani 'France & England'	£35.75	NT
Omega	1:72	72268	R/PE	Caudron G.III 'France & Germany'	£35.75	NT
Omega	1:48	48027	R/PE	Aviatik 30.27 'Austro-Hungarian'	£51.75	NT
PH Model	1:72	72013	R/VF	Blackburn Botha Mk I	£47.00	NT
Planet Models	1:48	I85	R/VF	CW-22B 'ML-KNIL and Japanese Marking'	£44.00	NT
Special Hobby	1:72	72132	IM/R/PE	XP-56 Black Bullet 'Second Prototype'	£TBA	RT Sept 2005
Special Hobby	1:72	72120	IM/R/PE	North American F-86H Sabre Hog	£TBA	NT Sept 2006
Special Hobby	1:72	72123	IM/R/PE	Junkers Ju 87A Stuka 'Anton'	£TBA	NT Sept 2006
Special Hobby	1:72	72112	IM/R/PE	Lockheed C-60 Lodestar	£TBA	NT Oct 2006
Special Hobby	1:72	72074	IM/R/PE	Avro Anson Mk I	£TBA	NT Nov 2006
Special Hobby	1:48	48067	IM/R/PE	Arado Ar 96A	£TBA	RT Sept 2006
Special Hobby	1:48	48069	IM/R/PE	Fairey Barracuda Mk V	£TBA	RT Sept 2006
Special Hobby	1:48	48066	IM/R/PE	Fiat G.55 Serie I	£TBA	NT Oct 2006
Special Hobby	1:48	48045	IM/R/PE	Fairey Albacore Mk I	£TBA	NT Nov 2006
Special Hobby	1:48	48049	IM/R/PE	Goodyear F2G-1/2 Super Corsair	£TBA	NT Nov 2006
Trumpeter	1:72	01629	IM	Fairey Gannet AS Mk 1/4	¥3800	NT Oct 2006



Eduard #R003 Polikarpov I-16 'Royal'



Fine Molds #FB-13 Ki-10-II



Fine Molds #FB-14 Ki-10 'Kato FS'



Hasegawa #ST26 Junkers Ju 87D



MPM #72514 AFJA/SAAB B.5



PH Model #72013 Blackburn Botha Mk I



Planet Models #CW-22B



Special Hobby #72123 Ju 87A



Special Hobby #72123 Ju 87A

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MESSAGE FROM THE EDITOR



More 'kwikies'

As you will appreciate, what we cover in MAI each month is very much dictated by what has been released, however, we are in a bit of a glut at present, especially from the limited-run side of the hobby. Space restrictions mean that we can't, as yet, do full build features on as many of the new kits as we would like, but I would like to expand our coverage by doing more and more of these kits in our Kwik Build format. We already have an excellent team doing this, but you can always do with more, so what I will use this month's editorial for is to ask if there are any of you out there who feel they would like to undertake this work? You can be anywhere in the world, but need to have the capacity to meet our requirements as far as presentation goes, and this ultimately includes high quality photography of your completed work if you are too far away to bring the models to us. As you will appreciate certain genres are already over-subscribed (1:48 WWII and 1:32), but I would be interested in those of you who can build other scales and subjects as there are certainly a lot of new items out there, so we can keep you busy!

So, if any of you are interested please get in touch with me, either via email (editorial@modelairplaneinternational.com) or in writing via the ADH office.

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.



ADVERTISEMENT SATISFACTION

Dear Mr Franks

In your January 2006 (Issue 6) edition, on page 82 under the Editor's Choice banner, you ran a wee blurb regarding Little-cars.com's 20-piece dental burr set for £5.00. This message is to thank you for that tip (among others) and to let you and maybe your readership know that it was and remains one of the

best investments I've made in the way of modelling tools. I would also like to point out that Little-car's customer service is, like yours, without equal. I'm more than satisfied with this product, its quality and the service I received, and at the heart of it all I'm quite grateful for your Editor's Choice column. That Acu-lite is next! Just another in the long list of why MAI is such a great publication.

Richard A. Nelson

Ed Says: Glad that once again MAI has been able to help you in pursuing the hobby. It is so difficult to wade through the mass of products and equipment out there sometimes and find those products that are actually of

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

P-47M COLOURS

Dear Richard

I have just read with much joy the build feature by Steve Evans on Tamiya's 1:48 P-47M (Issue 10). Steve, and other non-Thunderbolt fans, may be interested to know that the 56th Fighter Group, which was the only group not to swap the P-47 for the P-51, exclusively operated the M model. In fact the total production run went to the 56th with exception possibly of the first couple. The three squadrons in the group each had a different colour for camouflage after the Ms entered service and had all the teething problems sorted out. The 61st (coded 'HV') wore the 'black' scheme, the 62nd ('LM') had green/grey (probably using RAF Ocean Grey and Dark Green) and the 63rd ('UN') the two-tone blues. It is a pity that Tamiya did not include the green/grey option too, I feel. It appears the red/black cowl on Steve's model depicts an aircraft that borrowed a spare cowling set from the 61st FS. The comments about the oversize stars 'n' bars on the wing lower surfaces by Steve are quite right, but the kit instructions are wrong in their application. It does seem that Tamiya may have erred by suggesting only one on the lower starboard wing. It was quite common for all Thunderbolts in the European theatre to be marked with two insignias to distinguish them from the Fw190. There is a wealth of information out there on P-47s and their markings, so further research is always the best way to go.

The feature has inspired me tremendously to dig deep into my wallet ('melt' the credit card) and get hold of the kit. Particularly as the Wolfpack is one of my favourite groups and its exploits are always a good read, especially the late Roger Freeman's title 'Wolfpack Warriors' as it explains in great detail the P-47M, its problems and how the group came about its choice of bizarre camouflage schemes.

Paul Janicki.

Ed Says: Thanks Paul, this is one of a number of such comments about this subject. I can't run them all here, as one is about seven pages long, but it would seem that the 61st FS machines were black, but with a distinctive 'purple' hue to them. It is nice to see that a build feature encouraged people to go out and obtain the model, as this is what this magazine is all about - getting that enthusiasm back to go and just build something!



some use. The product reviews, special features and Editor's Choice are just our way of trying to bring such products to your attention, and I am delighted to hear that you received such quality service from Little-cars.com.

OLFA CUTTER

I have seen several references to the use of this tool in the model press recently, and wonder if anyone knows where to get replacement blades? I have looked at Olfa's website and tried several mail order houses, without success. All I could obtain were cutter blades of the same shape, but three times as big as I wanted for my holder, which is

a model P450 and the one normally used for panel lines, etc?

David Bailey.

Ed Says: As far as we can determine, the P450 is no longer imported and it also seems that it may no longer be on Olfa's stock list? We have dug a little further and discovered that the scribing tool currently marketed by Tamiya (#74015) is identical to the P450 as far as the blade goes, so you can use the Tamiya spare blades in your Olfa cutter. Check with your local Tamiya stockist for price and availability.

next issue

So, what have we planned for next month's edition? On Sale 26th October 2006



Sukhoi's Swinger
Steve A. Evans builds and updates the Kopro 1:48 Su-22M-4

Basketweave Bomber

The first of our looks at the Trumpeter 1:48 Wellington, with Jamie Haggo building it from the box



Zing Lear

Mike Grant completes the Hasegawa 1:48 Gates Learjet in colourful JMSDF livery

Richard J. Caruana
colour profiles with all
our main features

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

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THE NEXT ISSUE OF MODEL AIRPLANE INTERNATIONAL IS ON SALE 26th OCTOBER 2006

last word



I have certainly bought a lot of 1:48 kits of late, but those that I have actually completed are all 1:72 (Revell Junkers F.13, Academy Helldiver & Revell Walrus), how odd?

BUILD IT VS. BUY IT?

Buying or building the age-old question in our hobby? So which are you, modeller, or shopper?

In recent months I have touched on all aspects of our hobby, from our buying habits through to our building habits, but what about one versus the other? Recently it became more and more apparent to me, that I had actually completed more 1:72 projects than 1:48, and in a conversation with a friend he made it clear that although he had bought a number of 1:48 kits in the last 12 months, all his actual completed builds had been from 1:72 kits. An odd situation, well maybe not, as I have said previously the smaller scales nowadays are no longer the domain of the sad 40+ year old tooling. Since about the mid-1990s we have been steadily getting more and more high quality kits in 1:72. Hasegawa set the ball rolling with their lovely kits of the MS.406 etc and Tamiya followed this with their scaling-down of 1:48 subjects to 1:72, and then Revell and Academy started to turn out one excellent 1:72 kit after another. Looking at the likes of the Revell Hawker Hunter and Academy LTV F-8E Crusader and Curtiss Helldiver, you have got to admit that 1:72 seems to have come of age in the last 4-6 years. In the last couple of years everyone seems to be fixated on all the huge kits being produced, not only large scales (1:32 and 1:24), but large subjects in smaller scales (Tu-160 etc). As a result the run-of-

the-mill 1:72 subjects seem to have paled, but I don't think the sales have, how many of the 1:72 kits mentioned above do you find languishing on the shelves in model shops? I admit to having had a bit of a renaissance with 1:72, but this has been brought about by the quality of what is now out there. It is a mix of my childhood memories of the excitement brought about by a Matchbox kit, now coupled with the fact that I am not disappointed by the realisation that that kit is 30+ years old and very basic, because nowadays I have a brand-new series of kits in the scale that meet my expectations as an adult modeller. Of course smaller scales in relation to the bigger ones have an added benefit, they cost less! When I started earning a living in my late teens I recall being about to buy 1:72 kits at around the £2 mark, well 20+ years later I can now buy even better quality stuff at £5-8! Don't get me wrong, some subjects look so much better larger, the Hawker Hunter I always felt looked 'something or

nothing' in 1:48, but lovely in 1:32, well now I also think it looks beautiful in 1:72, but only because we have an up-to-date kit of it at last. As modellers, as our experience grows so do our expectations and with this comes a need to have kits that match those requirements, which is why I personally think as a group we modellers can be happy building 40+ year old kits, singing their virtues, while at the same time another bunch will turn their noses up at them and only want what is new!

So, as the therapist says, "are you having any... problems?" are you buying and not building, or buying in both scales but only building in one? It has just got me fascinated to know what is actually being built in bulk and in what scales and of what subject etc? Also, I wonder how many conversions, corrections and updates are actually built, instead of being bought and put on the pile to do, 'one day'...?

Richard A. Franks

Editor - Model Airplane International

THINGS TO DO...

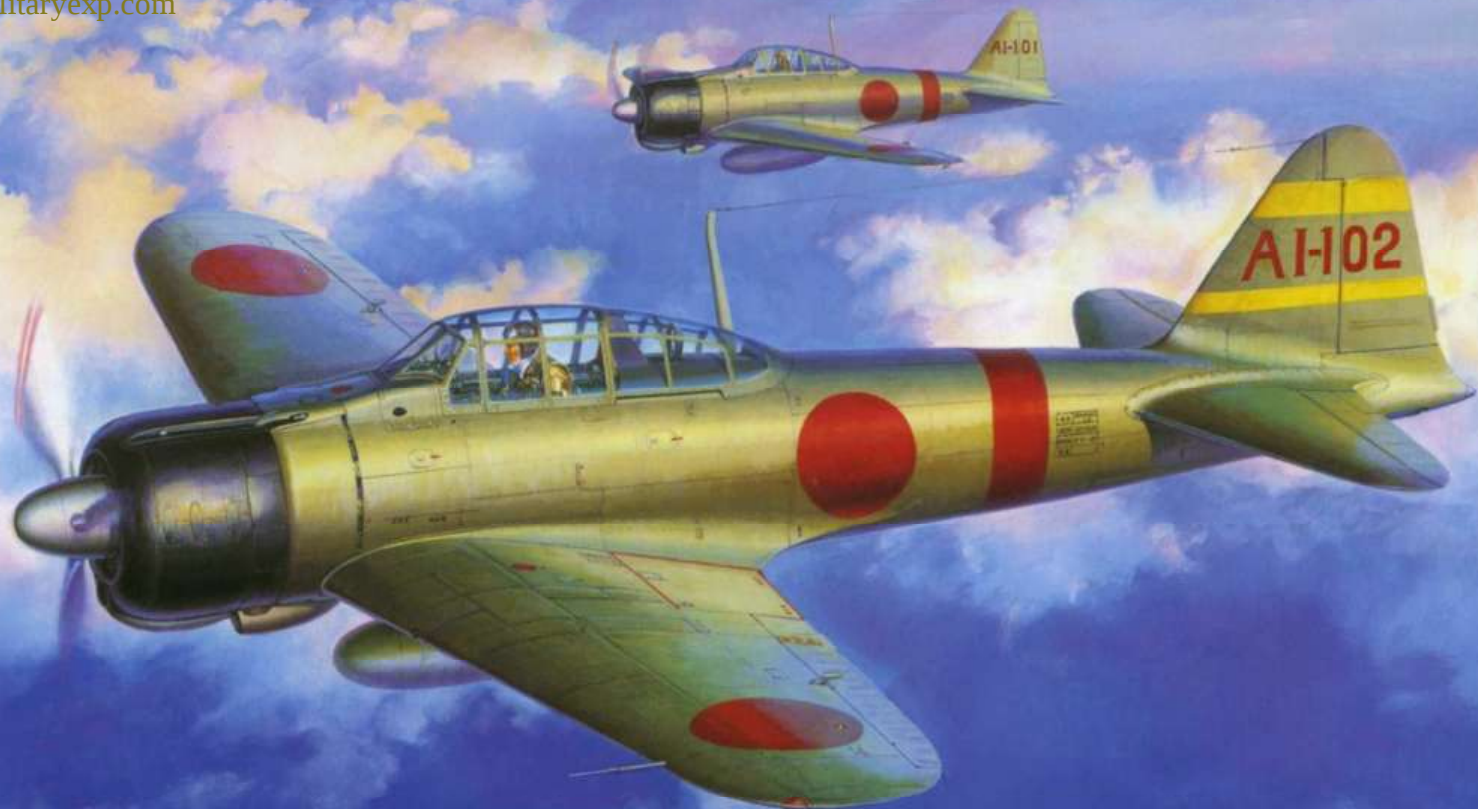
With the summer now passing, the show season is into its second wind, so before our next edition you have the last air show for 2006 at the IWM Duxford on the 8th October and the excellent Autumn Model Show at the FAA Museum, Yeovil on the 21st October. For more details on the former visit www.iwm.org.uk and with the latter either call 01935 842614 or visit www.fleetairarm.com

EDITOR'S CHOICE

Rivet, Rivet!

Mike Grant Decals in Canada have always been innovative in their products, and their latest one will certainly be of great interest to a lot of modellers. The product is a set of two sheets of decals, one silver and one dark grey, of rivets (#MG RVTS). Yes, you heard us right, decal rivets! Each A5 sheet offers these in combinations of long lines, various radius curves plus round, oval and square access covers. Thankfully they are all screen-printed, so each has its own area of carrier film etc as they would have been a nightmare done as ALPS with continual carrier! A lot of modellers prefer to use these decal rivets, especially on smaller scale subjects, or to simply replace areas of rivets that have been lost by sanding without the need to try and re-engage them. For more details visit www.mikegrantdecals.com or email decals@mikegrantdecals.com.





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

Features moveable landing gears, rudder and flaps

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

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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