

Model AIRPLANE INTERNATIONAL



PFALZ'S RAZOR



SUKHOI'S SWINGER

Updating the Kopro 1:48
Sukhoi Su-22M-4

ZING LEAR
Hasegawa 1:48 Gates
Learjet in colourful
JMSDF livery



BASKETWEAVE BOMBER

A from-the-box build of the
Trumpeter 1:48 Wellington Mk Ic

ACCESSORIES

24 new products reviewed this month

DECALS

35 new sheets reviewed

KITS

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

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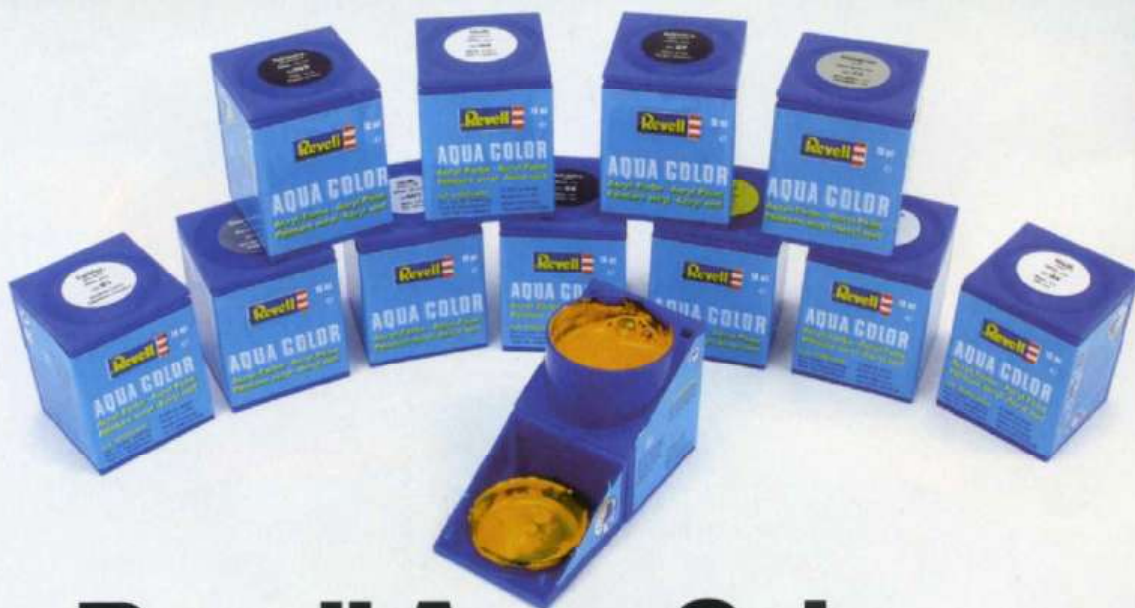
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Steve A. Evans builds and updates the Kopro 1:48 Sukhoi Su-22M-4



Colour Profiles

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



Revell Aqua Color

To make their paints more user friendly, Revell have launched a new acrylic range

You may have heard about this already, or seen it in the shops, well Revell have launched their new range of water-based paints, called Aqua Color. The range so far consists of 36 colours, all non-toxic and all non-flammable. These comprise eight gloss, four

satin, four metallic and twenty matt, and all bar five are matched to RAL standards. Check out your local Revell stockist for price and availability, and we will let you know in a future edition what we think of them once we have had a go with some of them.



BUFFIE'S LATEST

■ New from this American hobby outlet is a pack of 0.009in diameter solder that is ideal for wiring etc in 1:72 and 1:48 scales. The pack contains 6ft of this material and unlike wire it is very soft, moving about more like rubber or Lycra than wire, which makes it lay realistically when used on a model. This product (#BBDS) retails for \$4.50 so for more details visit www.buffiesbest.com or email buffiesbest@comcast.net.



Vallejo Tube Putty

Having covered the initial tube of this excellent fine putty as an Editor's Choice in the August edition (Issue 13), you can now buy it in this handy tube complete with fine applicator. Made from ground marble it is both very fine and extremely strong, and at just £2.00 is a 'must' for any workbench. Vallejo is imported into the UK by Creative Models, but our sample came from Little-cars (info@little-cars.com) for whom the above quoted price relates.



1:32

Prototype Dreidecker

Having done the Dr.I last year (See Issue 1), Roden have now utilised the moulds to offer the F.I prototypes. The bulk of this kit (#605/£27.99) is not new, all you do is use the ailerons with the longer counterbalances (#15 instead of #14) and don't fit the wingtip skids (#17). Sadly, although the ailerons included are applicable to the Dr.I, they don't really apply to the F.I (as both are the 'straight' type), so you have to modify them or shell out \$6.99 for the Cutting Edge replacements (#CEC32174). Also the kit still has the rather poor cowl that is devoid of detail and lacks the stiffener bar across the bottom. Once again you can overcome this by using the Cutting Edge (#CEC32169/\$12.99) replacement parts. Only three F.Is were built and each is depicted in the decal sheet with F.I03/17 as flown by Lt Werner Voss of Jasta 10, F.I01/17 as used for trials at the Fokker plant and F.I02/17 as flown by Oblt Kurt Wolff of Jasta 11.

Lightweight Mustang

CMR have recently released a new resin kit of the P-51H (#160/£26.30). As usual, it is up to CMR's high standards of production with the inclusion of 2.5in practice rockets, 5in HVAR rockets and paper or aluminium drop tanks. Designed as a lightweight fighter, the H used the new V-1650-9 engine (R-R Merlin with automatic supercharger controls and water injection) and being several hundred pounds lighter than the previous versions, the H was one of the fastest propeller fighters ever, capable of 487mph (784km/h) at 25,000ft (7,600m). Decals options include those for the 139th FIS, New York ANG, 19th FIS, California ANG, 56th FG, 1403rd Maintenance Sqn, 57th FG, 66th FS, 181st FBS and the NAA Flight Test Division.



1:72



Last of the Line **1:48**

Eduard have taken the Airfix Spitfire F Mk 22/24 tooling and reissued it under their label. This kit (#1121/£23.99) now has additional resin and pre-painted photo-etched parts, the former made by Aires and the latter by Eduard themselves. You can also update the kit further with the Aeroclub canopy (#C067), Cooper Details cockpit update (#CD4815) and control surfaces (#CD4821) plus the True Details

cockpit set (#49006). Decal options include PK559 of No.607 (County of Durham) Sqn, VN307 of No.80 Sqn, Kai-Tak, PK570 of No.603 (City of Edinburgh) Sqn and No.514 of the Syrian Air Force. It is a shame this was not a 'Dual Combo' offering, with two kits in the box, but at least Eduard have included a scribing stencil so you can rescribe the radio access hatch in the correct position for the F Mk 22, which is a nice touch.



STEARMAN AIRCRAFT

■ Civil aircraft have a good following in our hobby, so this new title from Speciality Press will be of great interest to many. In a large hardback format with over 200 pages and profusely illustrated, it retails from £24.99 and can be obtained from all good bookshops or directly from Midland Publishing by calling 01455 254450.

Airfix's Last Reissues?

With the sad news that Humbrol was in Administration from the 31st August, these may well be the last reissues we will see under the Airfix banner for quite some time?

They include the ex-Heller Super Contellation in Qantas markings (#08008/£19.99), the very old Lockheed Hudson (#05034/£10.99) and a special 70th anniversary set of the Spitfire (#08678/£19.99) comprising their Supermarine S.6B and Spitfire Mk I, Vb, IX and XVIe. The latter is ex-Heller and for some reason is moulded in black plastic, yuk!



Model Design Construction



MDC and Radu Brinzan have collaborated to bring you a 1/32 scale Ki 61 Tony



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Coming in October

F-16I Sufa Full conversion

1:48



Improved and updated conversion, including resin and photo-etch parts. Fits the Hasegawa kits.

Also coming



IMI Delilah

Both in 1:48, including Data Link Pods, glass eyes and decals.



RAFAEL AGM-142 Popeye



www.isradecal.com



Revell paint in a (big) tin

As part of their 50th anniversary celebrations Revell AG have released a series of special kits and modelling products. The latter include things like tubes of glue and packs of paintbrushes with 50% extra free, and this, a really big tin of paint! Actually the tin contains 11 standard tin-lets for the price of nine. The colours are Revell's top sellers, so comprise gloss white, black, yellow and Fiery Red, matt white, black, Anthracite, blue and grey and metallic silver and aluminium. Neat idea, great tin and the paints are always useful!



FIST FROM THE SKY

■ New from Crécy is this biography of WWII Japanese pilot Capt. Takashige Egusa of the Imperial Japanese Navy. Written by Peter C. Smith, it looks at the service career of this influential pilot who worked exclusively in the art of dive-bombing. It covers his pre-war service as well as his wartime exploits up to his death on the 15th June 1944 and is a fascinating story for all those interested in IJN operations. This title (ISBN: 0-859791-17-3) retails for £19.95 and can be obtained from leading bookshops or from the publisher (www.crecy.co.uk) for an additional £2.95 to cover P&P.



1:144

50th Anniversary

As part of their 50th anniversary celebrations Revell AG have released a series of old kits to mark the event. One of the most sought after has to be their cutaway Boeing 747 (#H-177/£19.99). Both this and all the other aircraft kits are limited to just 12,000 units worldwide and apparently the warehouse is already empty, so pick them up while you can!

Revell Harvard

I think a few of us had hoped that the Harvard Mk IV quoted for release by Revell (#04639/£3.99) would be a new tooling, but sadly on opening the box

we can see that it is just a reissue of their old example, pity!

1:72



1:72 & 1:48

SPITFIRE BRIGADE

■ For those of you who have missed them and considering this year is the 70th anniversary of the Spitfire's first flight, Brigade Models offer injected conversions in both 1:72 and 1:48 for the two-seat T Mk 9 (#BKC7206/£13.99 & #BKC4801/£24.99), the former for the Italeri kit and the latter for Hasegawa. Only available in 1:72 are a Mk XII (#BMK003/£12.99) and Seafire Mk XV (#BMK005/£12.99) conversion, both for the Italeri kit, albeit the Mk Vb for the Mk XII and Mk IX for the Seafire. All come with decals, so for more details contact Brigade on 01795 421456.



1:48

Eduard Weekend Series

Eduard continue to expand their 'Weekend Series' with the release during the last few

months of the Pfalz D.IIIa (#8415/£6.99) and Hanriot-Dupont HD.1 (#8402/£6.99).

**MODEL INFO****SPEC:** Revell 1:48 Ryan NYP 'Spirit of St. Louis'**SCALE:** 1:48 Revell AG, Germany**MATERIALS:** IM KIT NO.: 04524**AVAILABILITY:** Revell AG (UK Branch) (UK Distributor) and Revell stockists worldwide**PRICE GUIDE:** £12.99**BUILT & WRITTEN BY**
NICK J. WIGMAN FROM THE UK

RECORD BREAKING RYAN!

Charles Lindbergh flew into the history books in May 1927 by becoming the first pilot to fly solo across the Atlantic, non-stop from New York to Paris.

The aircraft he flew was a Ryan NYP (NY = New York, P = Paris), named the 'Spirit of St. Louis' in thanks for the businessmen of St Louis who funded its purchase. Modified from one of Ryan's current designs of the time, the NYP had a revised nose containing extra fuel tanks. It also had no windshield; forward vision was by means of a small periscope! The airframe was of metal and wood construction, covered with fabric, and due to the modifications the 'Spirit' had an impressive range of 4,210 statute miles.

To date the NYP has only been released by three manufacturers: Hawk and Frog in 1:72 and Lindberg (how ironic!) in 1:48, this latter kit also being re-

sued by Glencoe around 20 years ago. Inside the box of this new tooling from Revell there are 49 parts moulded in silver and a clear sprue containing 3 parts. All are well moulded with good attention to detail. A nice set of decals is also provided, including a full set specifically for the engine cowl 'engine turned' or damascene finish. How authentic they will look we'll have to wait and see! Two pilot figures are offered, one standing and one sitting. The confined cockpit is well detailed but the addition of a few extra pipes wouldn't go amiss, although not too much will really be seen of this area even with the door open.

Generally the kit looks accurate but there are a few points that the purists may want to address. The main one

is that both the top and bottom of the fuselage are moulded flat, whereas the actual aircraft had three stringers on the top surface and a keel stringer on the bottom. In addition, the top window should not be flat but should follow the contours of the top of the fuselage.

HOW DOES IT BUILD...?

Step one of the instructions covers the assembly and painting of the pilot figure(s), and this was carried out while other areas of the model were drying. Moving on to the cockpit, the fuel tank in the front was attached to the rudder pedals and frame, and then in turn the instrument panel was installed. It is covered by a solid decal that has excellent detail and looks quite accept-

able. Moving along to the interior of the fuselage halves, the main problem here was deciding what colour it should be. It has been said that it was silver dope, natural fabric, and even some 'Ultra-Violet protective' coating. On looking around the web, there are some excellent sites covering the NYP and some photos of the cockpit can be found. The colour is not metallic to my eye and not light in tone either, thus I opted for a 'dirty fabric' look, and sprayed the interior with Tamiya Deck Tan (X-55) then gave it a wash with much thinned Polly S Earth Red. There are a few injection marks on the insides of the fuselage but these would hardly be visible on the completed model so I chose not to correct them. The interior framework

YOU WILL NEED...

Before Starting:

- Cyanoacrylate
- Tamiya Extra Thin Liquid Cement
- Masking Tape
- Blu-Tack
- Scalpel, with IQA blade
- Micro-mesh Files
- Micro Set & Sol decal solutions
- Daco 'Strong' decal solution

Dimensions

Span - 46ft (14.02m)
Length - 27ft 7in (8.41m)
Height - 9ft 10in (2.99m)

Dimensions - 1:48

Span - 292mm
Length - 175.2mm
Height - 62.3mm

Paints Used:

Alciad II lacquer:
Aluminium
White Aluminium

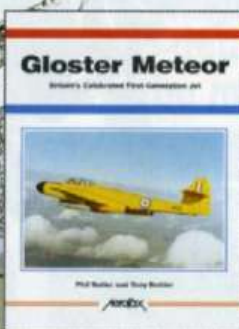
Tamiya acrylic:
X-55 Deck Tan
XF-63 German Grey



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

SOME OF THE SUPERB

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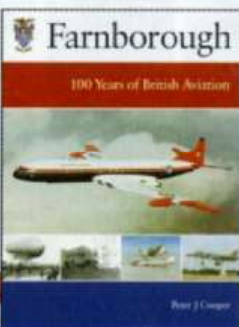
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Phil Butler and Tony Buttler

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Yefim Gordon

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KWIK BUILD

SKILL LEVEL: BEGINNER

The engine is a prominent part of the NYP and it has been very well moulded in the kit. The 'swirl' effect on the cowl is decal, but there are alternative applications that may work better (See text)?



is a dark (Battleship) grey, but instead of painting them I just scraped along each with a scalpel revealing the plastic underneath. The wicker seat is well moulded although the small instrument on the left side isn't very crisp and I made the mistake of cutting it off. I easily rectified this by gluing a small disc of plastic into its position. I added some extra pipes from brass wire and the cockpit window was carefully fitted into the right fuselage half. The fuel tank, pedal and instrument panel assembly and seat both fitted without problem, although I reinforced the fuel tank fit by adding a few lengths of scrap sprue, otherwise it's a bit wobbly. The fuselage halves were joined using Plastic Weld and once dry the joins were sanded smooth, and the rear fuselage bottom, tailplane, and fin wishbone were installed. The latter item later broke, so I then replaced it with brass wire.

The top and bottom sections of the landing gear struts go together well, but there are some tricky joins to eliminate, all of which require filler. Filler was again needed along with careful sanding when joining the landing gear to the fuselage. The shock and wing struts were cleaned up but left aside. The kit's Wright J-5C Whirlwind engine is well moulded and quite accurate, although some may prefer to replace the push-rods with brass wire. The rear cowling, as called out in the instructions (the section which has the 'swirls' and which is directly in front of the wing) was then glued in place onto the fuselage, and some sanding and blending is needed to get a good fit, which is a shame as it would have been easier to finish it as a separate sub-assembly and then fit it.

With the fuselage nearing completion, it was now time to make up the big slab wing.

As with the rest of the kit, the mouldings here are very good, with nice fabric surface detail. The wing comes as top and bottom halves, and the concern here is that the join between the two on the underside of the wing is about 1/8 of an inch inboard from the trailing edge. While this allows the trailing edge

to be nice and thin, and the join to be 'hidden' under the model, it means that the subtle curves of the fabric effect may perish when sanding the 11inch-long join. The first job was to remove the tank vent tubes and only glue the bottom sections into the top half of the wing. Some filler was needed along the aforementioned join on the underside and careful sanding did eliminate the join although the fabric effect did suffer a bit as predicted. The wing was attached to the fuselage, making sure it was aligned correctly, and after addressing a few flaws, the model was ready for spraying.

After masking the cockpit window and blanking off the top window and door openings, I chose to apply Halfords Grey Plastic primer, and as the silver finish would be quite plain, I opted to use the slight texture of this primer to simulate a fabric surface...in other words, I would not lightly sand and smooth the primer as usual with metal finishes, except for the cowl areas. To add some effect to the wing, I polished the wing span-wise which polished only the 'high' contours of the wing, but left the slight texture in the 'lows.' Alclad II White Aluminium was used for the vast majority of the model, and after some masking Alclad

II Aluminium was used for the cowl, as the instructions state that the cowl areas must be painted. However, if the decals are used this is not entirely necessary as the decals cover this area well. Revell thoughtfully provide decals for the whole 'swirled' cowl, while the 'Spirit of St. Louis' wording is provided as separate items in case you'd like to achieve your own 'swirls' for this area. There are a few methods to replicate this area of the NYP if desired:

- Alclad II (Polished Aluminium) or Bare-Metal Foil can be used as the basic finishes, with the latter being the best but most advanced and involved method.

- For producing 'swirls' of the size seen on the NYP, a cut-down cocktail stick is about the correct diameter but Q-Tips, pencil erasers (cut down and attached to a cocktail stick), and Microbrushes produce the best results as they are softer. Alternatively a small disc of worn 12000grit Micromesh can be punched out and glued onto a cocktail stick.

If using the Q-Tip, hold it straight onto the surface without applying too much pressure, and twist while not letting it 'wander.' If needed adjust the orientation of the Q-Tip to produce the swirl onto a curved area. Keep checking progress frequently, and keep twisting until the desired degree of 'swirl' is seen.

- Ensure you keep the swirls aligned correctly as they were not haphazardly applied. As always in our hobby...take your time!

In order to keep this build pretty much out of the box, I used the kit decals so you can see if you'd be happy with them. To me they are not entirely convincing, unfortunately, but will most likely suit the younger and lesser experienced modeller. All the decals go on very well, and react well to Micro Set and Sol, and even Daco 'Strong' which was needed here and there on the cowl.

Now it was time to fit the array of wing struts and this was done without much fuss along with the wheels, which simply comprise two halves each. Unfortunately, I happened to lose the generator fan (vanes) to the carpet, never to be seen again, so had to make another one. The three tank vents atop the wing were fashioned from brass wire and Superglued in place, then the complete model was given a coat of Polly S matt varnish and the masking/blanking from earlier was removed. After fitting the windows into the door and top surface of the fuselage, using Formula 560 PVA adhesive (available from Littlecars.com) the door was fitted in place, thus completing the model. ■

FINAL VERDICT

■ This is a very nice new release from Revell, and for the price of around £12.99 is a real bargain! This kit looks to be aimed at the beginner or intermediate modeller although it forms a great basis for extra work and detail by the more experienced. OK, sure it has some flaws but these can be corrected relatively easily by the more experienced as the general outline of the kit is right. The only area that lets the model down in my opinion is the array of 'swirl' decals. While they fit almost perfectly in place, the 'swirl' effect is less than convincing, but this can be overcome by using an alternative method for replicating this effect.

Was it worth the effort?

Despite the issues mentioned above the kit builds very well, and it offers fantastic value for money, so the answer has to be most definitely Yes!

References

- *Charles Lindbergh and the Spirit of St. Louis* (ISBN: 0-8109-0552-3 2002)
- *Spirit and Creator: The Mysterious Man Behind Lindbergh's Flight to Paris* by Nova Hall (Safe Goods Publishing ISBN: 0-9702-9644-4 2003)
- *The Spirit of St. Louis* by Charles A. Lindbergh (Scribner ISBN: 0-6848-5277-2 1998)
- *The Untold Story of the Spirit of St. Louis* by Ev Casagueres (Flying Books International ISBN: 0-9111-3932-X 2002)
- *'WE': The Daring Flyer's Remarkable Life Story and his Account of the Transatlantic Flight that Shook The World* by Charles A. Lindbergh (The Lyons Press ISBN: 1-5857-4708-4 2002)



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BUILT & WRITTEN BY PIERRE ALAIN
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VIPER ZERO

The F-2 project was initiated in Japan as a way of fielding a new-generation fighter of indigenous design to replace the Mitsubishi F-1

Agreements with General Dynamics (now Lockheed-Martin) led to a concept based on the F-16, but including specific Japanese modifications. With a redesigned nose housing new, active electronically scanned radar, lengthened fuselage and widened wings, stabilizers and wing-root leading-edge extensions, the F-2 has a better range and load capability than its U.S. forerunner and is optimized for maritime strike missions. A newly designed two-part canopy was also considered necessary to resist large seabird strikes during low-level missions over water. The licence-built FI10-IHI-I29 engine is similar to the one found on F-16C Block 50s, but for some reason the F-2 retains the 'small mouth' intake

of earlier F-16s? As a result, the F-2 (sometimes nicknamed 'Viper Zero', as tribute to the F-16 Viper and A6M Zero) is a very different aircraft from the legendary Fighting Falcon, the only external commonalities being the main and ventral fins, undercarriage and engine intake and nozzle.

The model itself is based on an entirely new tooling, with refined panel lines and rivet detail, and it is a pity Hasegawa does not consider updating its older F-16 moulds to reach the same standards. I undertook this build directly out of the box, with the addition of only Eduard's photo-etched set (#48-478), which mainly provides all the necessary parts to enhance the cockpit, instrument panel, seat and clamshell canopy hinges, plus some details for the undercarriage and engine afterburner.

The cockpit was assembled and painted as per instructions, the ACES II seat being black overall instead of grey as is the case on the F-16. The grey painted areas received a clean medium grey wash, while the black zones were drybrushed with Humbrol 28 (Camouflage Grey). A drop of Gunze H94 Clear Green was added to each LCD screen to give them some depth. The protruding moulding line on the middle of the canopy parts had to be sanded with wet 1200 grit sandpaper and polished with Tamiya Polishing compound, then the parts were dipped into Johnson Future (or Klear as it is known on this side of the Channel) to recover a perfect transparency. Contrarily to the earlier F-16 kits, the engine intake is perfectly represented up to the engine compressor face, with a very good fit that allows you to paint the blue lip part separately before assembly, saving a hazardous masking operation. The general airframe and wings assembly was straightforward, leaving the putty tube where it belongs - in the drawer! The only improvements on the undercarriage were in adapting the Eduard details and simulating the weight on the main tires by filing them down a bit. Everything received a light grey wash after a coat of Tamiya X-2 White.

External stores were limited to a belly tank and a pair of those typically Japanese 'sci-fi' looking AAM-3 missiles on the wing tip stations, in order

to keep a clean configuration contrasting with several heavily loaded F-16s already occupying part of my display shelves. For those who would like to hang more ordnance under those large wings, Hasegawa recently released a new Japanese modern weapons set, ref. X48-I0.

The two-tone blue camouflage of the F-2 is arguably one of the most appealing found on modern operational jet fighters. The Gunze Sangyo Aqueous H54 Navy Blue mentioned in the instructions is a fair match for the darker shade; however, the light blue should be much brighter than the H56 Intermediate Blue Hasegawa suggests you use, as photos show a nearly fluorescent appearance under certain light conditions. Thus I had to mix it with liberal amounts of H25 Sky Blue until I matched the colour to that reproduced by Shigeo Koike on the superb box cover. Do not ask me the exact proportions; this is a matter of pure feeling! I first sprayed the pale grey areas with Gunze H311 Grey FS36622



YOU WILL NEED...

Before Starting:

- Cyanoacrylate
- Tamiya extra thin cement
- Tamiya masking tape
- Blu-Tack
- Scalpel, with 10A blade
- 600 & 1200 grit wet and dry sandpaper
- Micro Sol & Set
- No. 2, no. 0 and no. 000 paintbrushes
- Johnson's Klear (Future)

Dimensions

Wing Span: 11.13m (36ft 6in)
Length: 15.52m (50ft 11in)
Height: 4.69m (15ft 5in)

Dimensions - 1:48

Wing Span: 231.9mm
Length: 323.3mm
Height: 97.7mm

Paints Used:

Aircraft Colors acrylics:
1003 Flat Clear

Gunze Sangyo Aqueous Color acrylics:

H3 Gloss Red
H25 Sky Blue
H54 Navy Blue
H56 Intermediate Blue
H77 Tire Black
H90 Clear Red
H94 Clear Green

H95 Smoke Grey
H305 Gunship Grey FS36118
H308 Light Ghost Grey FS36375
H311 Grey FS36622

Humbrol enamels:

11 Silver
18 Bright Orange
28 Camouflage Grey
32 Dark Grey
66 Olive Drab
85 Coal Black

The similarity with the F-16 is obvious from any angle with the F-2A, but it is a much bigger aircraft overall and just looks so good in the 'blue' scheme!



and stabiliser tips with H305 Gunship Grey FS36118, then masked those and applied my light blue mixture over the whole airframe. In order to represent accurately the very precise camouflage pattern, I cut out paper templates from a 1:48 copy of the instructions sheet and reproduced them on the airframe with an HB pencil. I then airbrushed the dark blue colour freehand, thinned to approximately 60% with ethylic alcohol and under low pressure in order to get a neat limit between both shades. I wanted a 'factory fresh' look so weathering was limited to a neat dark grey wash to the panel lines, and I outlined some of the rivet lines with pure white to match the protection seals as often seen on new aircraft. The nozzle was painted pale beige inside and weathered lightly to respect the clean aspect of the thermal coating, while the outside metallic finish was obtained with Testors Metallizer I415 Burnt Metal.

The superb Platz decal sheet is a real - albeit not compulsory - improvement over the kit decals. The colours are dense and in perfect register, and all the stencilling is provided, grouped in large areas that really ease the placement and fit to the various panel positions. On the downside, I found them quite insensitive to the Micro Set/Micro Sol system, and I experienced slight silvering here and there as a result, although I had taken care in airbrushing the whole airframe with Tamiya X-22 Clear before decaling. I would definitely recommend the use of a stronger decal setting solution here, like the one from Daco Products. The final downy aspect was obtained with several thin layers of Aircraft Colors I003 Flat Clear heavily thinned in a 50-50 % mix of ethylic alcohol and purified water. An old toothbrush provided me a set of static dischargers that were superglued at the wing and tail trailing edges as a final touch. ■

MODEL INFO

SPEC: Hasegawa 1:48 Mitsubishi F-2A

KIT NO.: PT27 MATERIAL: IM

AVAILABLE FROM Amerang Ltd (UK importer) and Hasegawa stockists worldwide. PRICE GUIDE: £17.99



From the box the cockpit is busy, all you need to add are the seat belts

I20 Light Green

Tamiya acrylics:

X-1 Black

X-2 White

X-22 Clear

X-20A Acrylic Thinner

Testors Metallizer lacquers:

I415 Burnt Metal

Lefranc & Bourgeois oil paints:

Titanium White

Mars Black

Accessories Used:

Eduard M.A. (Czech Republic)

#48-478 Photo-etched Detail Set

Platz (Japan)

#JD48-6 Decal Sheet

FINAL VERDICT

■ From time-to-time, it is good to stand aside from the limited-run production, and shamelessly take a rest in building a kit that really can be considered a perfect example of 'shake-and-bake'. The only slightly challenging step for the less experienced modeller may be in getting an accurate reproduction of the very appealing paint scheme, otherwise this kit really is a dream. The Eduard and Platz add-ons are just icing on the cake, and leaving them off should still result in a very nice model. I highly recommend this beauty to everyone looking for something different in their modern military jet collection.

BUILT & WRITTEN BY
MIKE GRANT FROM CANADA.

ZING LEAR

Bizjets have long been overlooked modelling subjects; I can think of only a handful of available kits, most of which originated in the 70s or earlier

Perhaps it's our pre-occupation with gun-toting aircraft or just an aversion to gloss white, but private-jet models are rarely seen on contest tables. The Learjet of course is the archetypal bizjet, and although there are more expensive and luxurious types on the market, it has become the symbol of affluence and corporate status. It even gets a mention on Pink Floyd's classic 'Dark Side of the Moon' album.

Before I bought this kit I was under the impression that all Learjets were gloss white, but a quick search online showed how mistaken I was. There are yellow, black, red and silver airframes as well as multi-coloured schemes. Several military users operate the Learjet, including the USAF, Finland and Argentina. The subject of my build is the U-36A, a variant specific to the JMSDF, and I have to admit I'd never heard of it until I came across this special Hasegawa boxing. As soon as I saw the box art with its yellow and fluorescent orange trim, and with that big radome underneath, I wanted one on my shelf.

THE KIT

This is a typical Hasegawa offering from the 1970s with white plastic (naturally), fine raised panel lines and simplified detail. However a quick dry-fit revealed that the major components fit superbly, almost snapping together, and the windscreen is nicely moulded and very clear. Parts specific to the U-36A are supplied as resin components including the outer wing pods, under-belly radome and wing pylons, plus a few antennae. From the start I suspected that the challenge would be to build a model that didn't look toy-like, particularly as it was brightly coloured, glossy and suffering from somewhat chunky detail.

COCKPIT

I couldn't find a single photograph anywhere of the U-36A's cabin interior, and Hasegawa's kit instructions aren't much help in this department either. The stock kit comes with armchair style seats but apparently they're not installed in this variant, at least according to the kit instructions. To hide my ignorance I opted to depict

MODEL INFO

SPEC: Hasegawa 1:48 U-36A JMSDF
KIT NO.: 09354 **MATERIALS:** IM, R
AVAILABLE FROM: Amerang Ltd (UK Distribution) and Hasegawa stockists worldwide **PRICE GUIDE:** Not currently available in the UK

the aircraft with some of the window blinds fully or partly closed, so my first task was to mask off the inside of the windows and spray them a cream colour. Cream/beige tones seem to be standard for many civil Learjets and lacking information to the contrary I followed suit on my model. I sprayed the entire fuselage innards with Gunze Mr Color 45 (Sail Colour), using Olive Drab for the floor as a contrast. I was able to find lots of cockpit shots of standard Learjets and used these as a basis. I added seat harnesses and buckles using lead foil for the straps and buckles from an Eduard Luftwaffe seat harness set! The seats were given a wash to highlight the ribbing. Hasegawa's instrument panel has relief detail moulded on but it's



YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Tamiya Extra thin cement
- Sidecutters
- #5 Tweezers
- Tamiya masking tape
- Sanding Sticks & Files
- Johnsons Klear (Future) floor polish



Accessories Used:

Greif #GF204A 3mm lenses

Decals Used:

Mike Grant Decals Instrument Gauges (#CKP048) & Data Placards (#CKJ048)

Paints Used:

Alclad II lacquers:
Aluminium
Polished Aluminium

Gunze-Sangyo Mr Color lacquers:

- 1 Gloss White
- 2 Gloss Black
- 12 Olive Drab
- 45 Sail Colour
- 171 Fluorescent Red
- 329 Blue Angels Yellow

Tamiya acrylic:

Fine Surface Primer (White)

Dimensions:

Span (over tip tanks) - 12.04m (39ft 6in)
Length - 14.38m (48ft 8in)
Height - 3.73m (12ft 3in)

Dimensions - 1:48

Span - 250.8mm
Length - 299.6mm
Height - 77.7mm



The super hi-vis scheme of the U-36 means you just have to do them as 'clean' as possible. Making it all dirty would have just spoilt this little beauty

"Before I bought this kit I was under the impression that all Learjets were gloss white, but a quick search online showed how mistaken I was"



ALSO RECOMMENDED...

Reference books:

The Encyclopaedia of the World's Civil Aircraft (Hamlyn Aerospace, 1981)
US Air Force Air Power Directory (Aerospace Publishing)

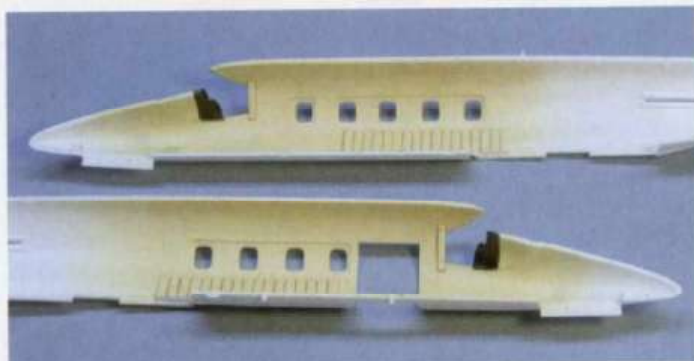
The Hasegawa U-36A boxing. The box-top photo is quite a useful reference in itself, and a quick Internet search for 'U-36A' finds lots of other useful pictures



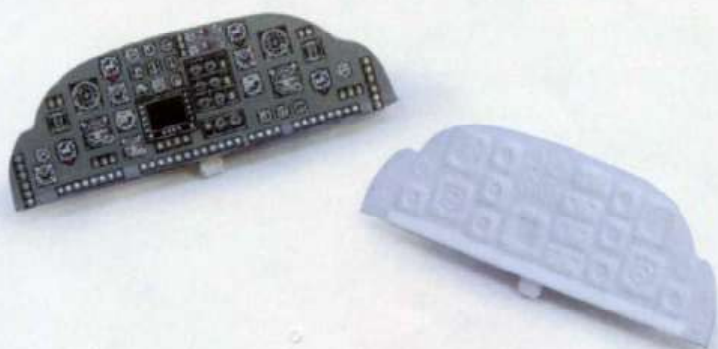
The Hasegawa Learjet was recently reissued by Revell (#04213)

⚠ Wear the right protective clothing when advised to

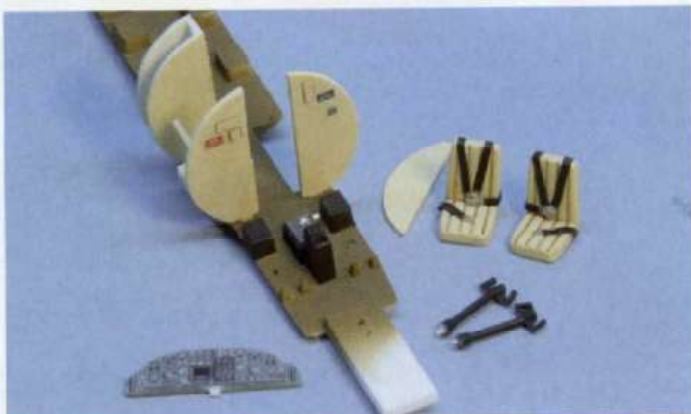
STEP BY STEP GUIDE - INTERIOR



Fuselage halves have been sprayed the base interior colour. I masked and painted the instrument panel coaming at this stage, as it would be impossible to do neatly once the halves had been glued together



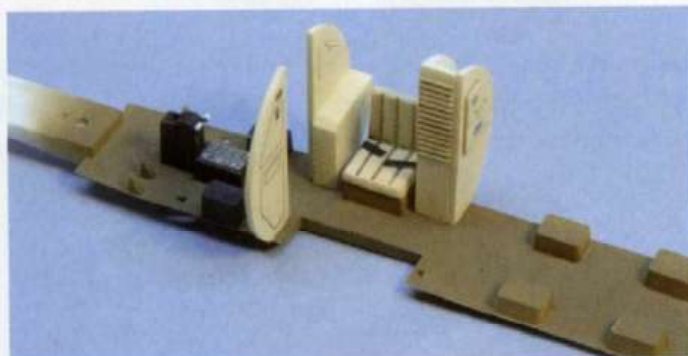
Hasegawa's panel on the right is nicely moulded but over-simplified. I made decals for the various gauges/CRT's, and then discovered a perfectly usable decal on the kit decal sheet. Not much can be seen of it anyway once the kit is complete, but good to know it's there



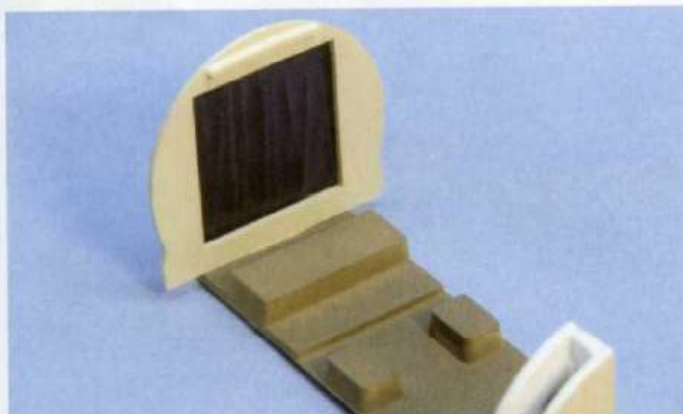
The various components for the cockpit. On real Learjets clipboards are often attached to the hubs of the control columns, a detail which could be added to the model. The texture on the floor is moulded onto the kit part and is not a result of poor paint-thinning



The cockpit seats, painted and washed to highlight the detail. The seat belts are made from lead foil from a wine bottle, which bends easily. The main centre buckle is made from two discs of plastic card and stretched sprue, whilst the smaller buckles are taken from an Eduard Luftwaffe seat harness set!

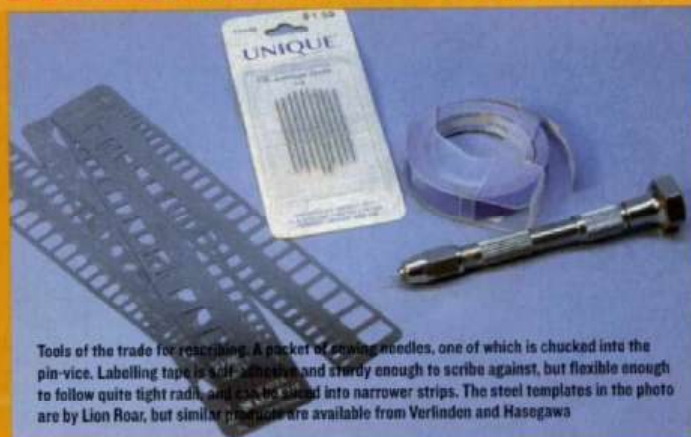


Without the seats the cabin looks very sparse, hence my decision to close some of the window blinds. I imagine the real U-36A carries an array of electronic gear and 'black boxes' but have no photographic evidence whatsoever. Some data-placard decals help clutter up the otherwise spartan detail



The rear bulkhead has a large cutout, but no detail beyond it. My last piece of wine bottle lead-foil (I must get some more...) was used to fabricate this curtain. I simply drew the folds on the reverse side with a ballpoint pen

STEP BY STEP GUIDE - RESCRIBING



Tools of the trade for rescribing. A packet of sewing needles, one of which is chucked into the pin-vice. Labelling tape is self-adhesive and sturdy enough to scribe against, but flexible enough to follow quite tight radii, and can be sliced into narrower strips. The steel templates in the photo are by Lion Roar, but similar products are available from Verlinden and Hasegawa

For a complex shape such as the panel around the stabilizer, I trace the outline onto labelling tape and cut it out to create a one-piece stencil. The first pass of the scribe should always be very light, just enough to create a track for subsequent passes but light enough to sand out if the scribe goes astray. Once satisfied with the shape, more pressure can be applied to scribe the line more deeply





"I sprayed the entire fuselage innards with Gunze Mr Color 45 (Sail Colour), using Olive Drab for the floor as a contrast"

over-simplified. I sanded it smooth and painstakingly added the gauges from my own instrument panel decals, only to discover having done so that there are nice instrument decals on the kit's decal sheet! Doh. There's also a decal for the centre console, to which I added a pair of control levers. The kit control columns are a little on the heavy side but look acceptable when viewed through the cockpit transparency. The only other item I added was a curtain at the rear of the cabin, using a piece of lead foil. Again, I have no idea if it's accurate for the type but I wanted to avoid being able to see all the way to

the tail cone when looking through the windscreen.

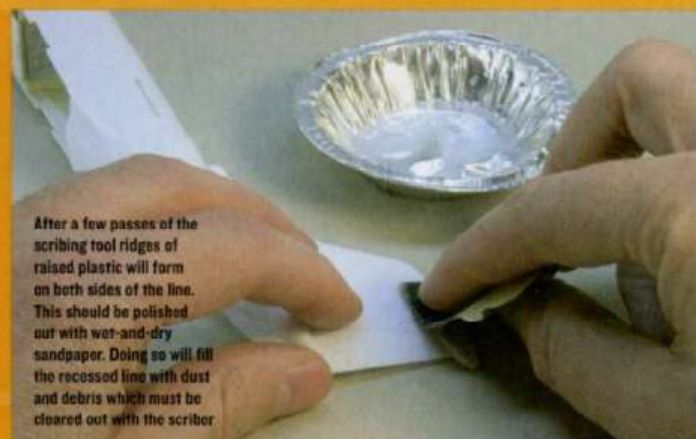
FUSELAGE

With the interior and windows securely glued I was ready to assemble the fuselage halves. No mention is made of nose weight in the instructions but just to be on the safe side, I added a few small ball bearings. The fuselage halves fit together superbly. The kit allows the clamshell-type cabin door to be posed open, but because of my spurious and sadly lacking interior, I decided to close it. Having painted the inside of the parts with the interior

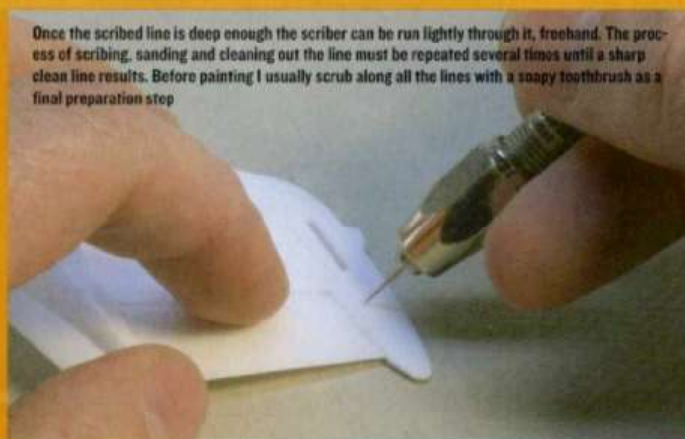
colour, I glued the 2 halves of the door in place with CA (superglue). Although the fit was reasonable I wanted the door outline to be consistent with the rest of the panel lines, so I filled and sanded the seams until they were invisible, ready to rescribe. Once the fuselage was together I noticed that the surface of the windows was severely distorted on the outside. Sanding them down with increasingly finer grades of sandpaper until they were absolutely flush with the fuselage sides, followed by a final polishing with Micromesh cloths, restored their clarity.

I'd decided early on to rescribe the

kit, and it's not too onerous a task on the Learjet. The fuselage is mainly constant in cross-section and there are few panel lines on the wings; the panel detail on the engines is already recessed. The most difficult part is the nose with its tight radius and complex curvature, so thin strips of Dymo tape and patience are required. I use a sewing needle in a pin-vice as the scribe, and repeated sanding, polishing and clearing debris from the scribed line are necessary to achieve good results. The door outline was rescribed at this time, and to avoid scribing over a previously filled line, I engraved the new



After a few passes of the scribing tool ridges of raised plastic will form on both sides of the line. This should be polished out with wet-and-dry sandpaper. Doing so will fill the recessed line with dust and debris which must be cleared out with the scribe



Once the scribed line is deep enough the scribe can be run lightly through it, freehand. The process of scribing, sanding and cleaning out the line must be repeated several times until a sharp clean line results. Before painting I usually scrub along all the lines with a soapy toothbrush as a final preparation step



"Once the fuselage was together I noticed that the surface of the windows was severely distorted on the outside. Sanding them down with increasingly finer grades of sandpaper until they were absolutely flush with the fuselage sides, followed by a final polishing with Micromesh cloths, restored their clarity"

line slightly to one side of the original. Purists may shudder, but I estimate the 'new' door position is only a scale 2" from its original position...

WINGS

There are few lines to rescribe here; the control surfaces are already recessed although there are a number of smaller access panels on the undersides. I used a template to add those. The distinctive pods on the ends of the wings are supplied as resin parts – well, the front halves are. The noses of the kit's resin tanks must be sawn off and the resin plugs glued onto them, the Hasegawa instructions

providing clear directions as to where to make the cuts. I found this the most problematic area of the build. Firstly, it's essential that the cut be absolutely perpendicular so that the new parts will be straight and in line with the rear halves. Secondly, the cross-section of the resin parts is not the same as the cross-section of the fuel tank it's supposed to attach to. Not even close, in fact. The difficulty is compounded by the flared shape, making it very hard to fair together the two parts. I used a lot of filler to achieve an acceptably smooth join but it's still far from perfect. The wing-to-fuselage fit on the other hand is as

snug as you can get; I honestly think this is the first time in 30 years of modelling that I didn't have to use any filler in this area!

ENGINES

The guppy shape of the engine housings is well captured in the kit, and once again the two halves of each fit tightly together. The turbine blades are somewhat simplified, but once sprayed with Alclad II Polished Aluminium and washed with dark-brown oils they look fine. I sawed off the cowlings rims for two reasons. One, to better access the inside seam which must be filled and

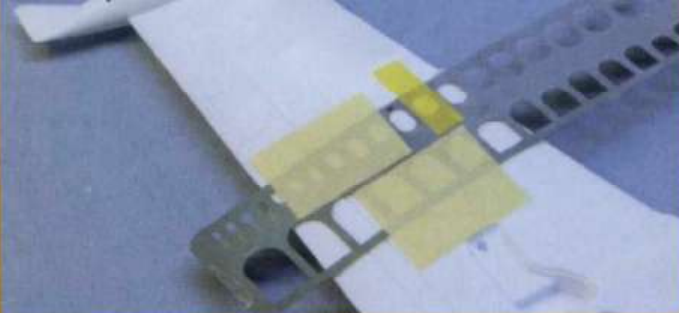
smoothed, and two, to enable easier painting. The inside of the housings was painted medium grey whilst the rims were sprayed with Alclad II. The engines were left off to simplify the masking/painting stage, but a dry fit showed that – surprise, surprise – they fitted perfectly to the fuselage.

OTHER DETAILS

The kit-supplied undercarriage looks the part but again lacks finesse. After cleaning up the moulding seams I added the prominent brake cables from fine lead solder, using photos of the real aircraft as reference for replicat-

STEP BY STEP GUIDE - RESCRIBING

The small access panels on the wing underside are formed using a scribing template. This can be secured in position with tape, and then the same procedure is followed to scribe the line. Small radii like this require great care, the scribing tool often developing a mind and direction of its own! Note that I've put a black mark alongside the correct hole, it's all too easy to lose track of which size has just been used



The same access panels after a few coats of paint, virtually indistinguishable from the kit's recessed detail



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www.eduard.com

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).

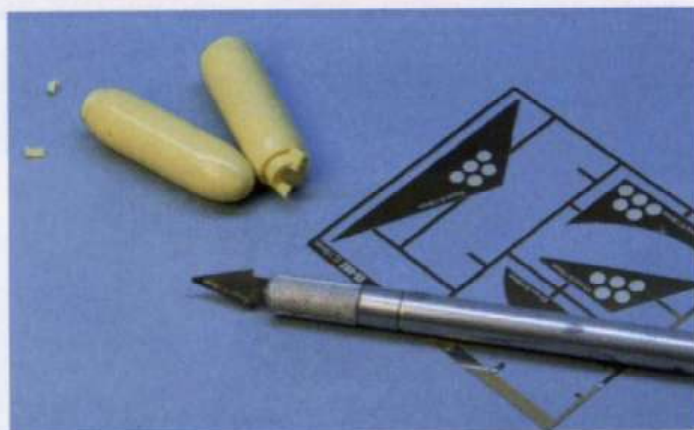


Sopwith CAMEL

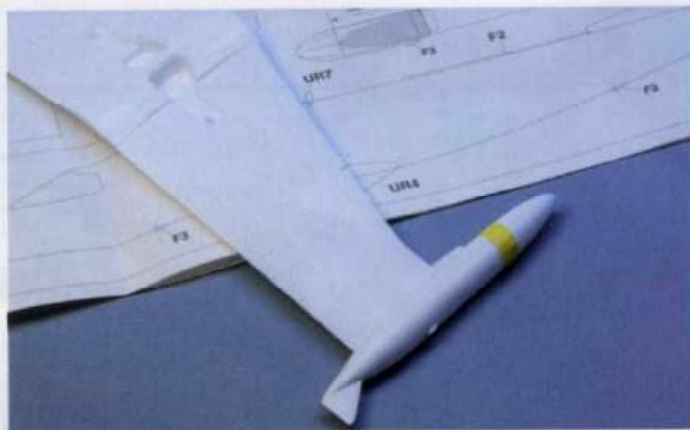
BLACK MIKE

CONTAINS WOODEN SURFACE AIRFIELD MODEL PAD

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LIMITED EDITION**1/48**
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LIMITED EDITION**1/48**
scale**Yak 3 DUAL COMBO!****FLYBOYS**
NIEUPOORT-17**1/48 SCALE PLASTIC KIT**EXACT REPLICA KIT
FROM THE MOTION PICTURE**eduard**
LIMITED EDITION



The resin wing pods are well moulded but have quite a prominent seam that needs eliminating. A couple of small tabs need removing too, here I'm using some ultra-fine photo-etch saw blades which fit into a craft-knife handle, perfect for small cutting jobs. The resin used by Hasegawa for these parts is much harder than used on most aftermarket parts



Hasegawa's instructions make it clear where the fuel tanks should be cut. I've wrapped masking tape around the tank as a guide for the razor saw



The undercarriage components after painting, a wash has been applied to bring out the detail. Notice the tiny data plates and the brake lines. The nosewheel strut has been cut and a section of steel pin inserted to allow repositioning. The landing light has been enhanced with a lens from the Greif range



"The wing-to-fuselage fit on the other hand is as snug as you can get; I honestly think this is the first time in 30 years of modelling that I didn't have to use any filler in this area!"

ing the curvature. After airbrushing the undercarriage parts with two shades of Alclad followed by an oil wash, I cut off the somewhat shrunken kit landing lights and replaced them with Greif lenses. I also cut the nosewheel leg to allow the front wheel to be repositioned. A couple of small data placards from my cockpit instrument sheets added a final touch of realism. The wing pylons are resin items and

these were attached below the wings, having first been drilled out to accept scratch-built sway braces. I concocted these from short pieces of stretched sprue and discs cut from black plastic using a punch-and-die set. Having rescribed the tailplane, I also cut off the control surfaces to add extra interest. Again I left the tailplane parts off so that they could be painted separately.

PAINTING AND DECALING

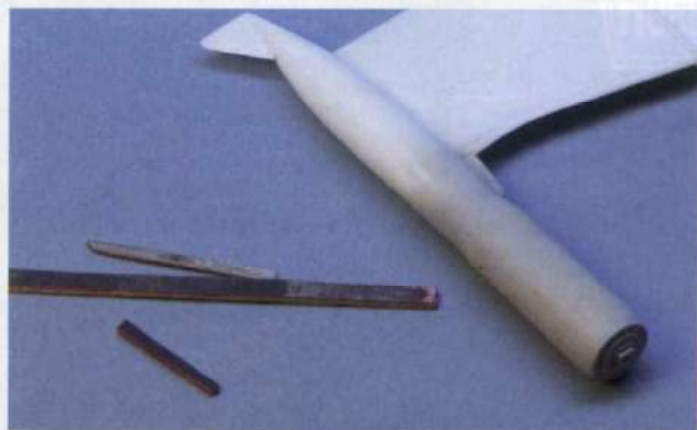
Some years ago I'd attempted a similar colour scheme on Hasegawa's 1:72 MU-2J, with disastrous results. I remember huge patches of the yellow acrylic paint tearing off when the masking tape was removed, and big lumps of dust embedded in the gloss white. Keen to avoid a repeat performance I chose to use Gunze Mr Color lacquers - I'd used them for small parts but this was

the first time I'd airbrushed a whole aircraft. So far I've only been able to find one source for these paints, 'Rainbow Ten' in Japan. Mr Color lacquers dry very quickly, airbrush superbly (especially when thinned with Mr Self-Levelling Thinner) and are much harder wearing than acrylics. There's also a good range of colours. The downside is that they smell strongly, and nipping out for a replacement bottle if you run out

STEP BY STEP GUIDE - PAINTING & DETAILING

Painting has commenced: next stage is the masking and spraying of the fluorescent orange. Parafilm has been used to mask the windscreen, I masked off the white areas of the national markings on both sides of the wing, as I wanted the white to match the rest of the airframe, and was anxious that there should be no 'see-through' of yellow when I applied the decals





Much filling and sanding later, the pod begins to look like one piece. I make small sanding sticks by attaching wet-and-dry paper to wooden stirring sticks, then cutting them into thin strips. This enables me to sand in small, restricted areas.



The engines in progress. The intake lips have been sawn off for ease of painting, the main parts ready for spraying.



More resin parts, the large radome and the under-wing pylons. The radome has been sprayed with Gunze Mr Color gloss-black, and this piece locates very positively under the fuselage



To keep everything safe during the painting and assembling stages, I put all the painted parts in snap-lock plastic bags to ensure they are not marked by 'overspray' in the work area

whilst spraying isn't an option for most of us. After washing the airframe with a plastic prep solution, I primed the whole model with Tamiya Fine Surface Primer, the white variety. Although I've used Tamiya's spray paints directly from the rattle-can, in this instance I decanted the paint first and applied it with my airbrush. The result was an even, hard satin white finish overall. Over this I airbrushed Mr Color gloss white that

went on smoothly and dried before any dust had a chance to settle. It was dry in minutes but I left it overnight before moving on to the masking required for the application of the yellow. The orange striping for the fuselage is supplied on the decal sheet, but unfortunately it's the wrong colour. The stripe should be fluorescent red-orange and has to match the tail-colour, so I decided to paint the stripes. This decision

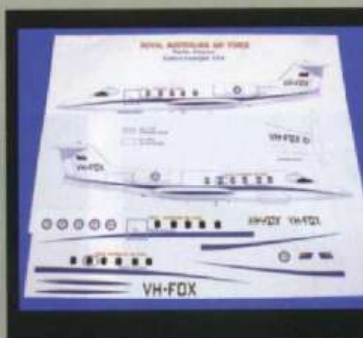
dictated where I masked the line for the yellow - if I'd been applying the orange decal I needn't have been so precise with the masking. Tamiya masking tape was used for the actual edge, then paper and cheaper masking tape used for blocking out larger areas. Hasegawa recommend Gunze Blue Angels Yellow as the undersurface colour, so I commenced spraying. Once again the paint went on without difficulties, but

I did find the colour quite transparent, requiring multiple coats to build up the full hue. Even then, comparing it with the photos I had of the U-36A, I felt the yellow needed to be slightly more orange so I added a couple of drops of gloss red. A few coats later it looked just right. Time for the Day-glo Orange, and yet more masking. Gunze's paint once again was up to the task although it dried flatter (more matt) than the →

Static-wick dischargers made from stretched sprue have been added to the tailplane and to the fins of the wing-tanks



Rather than scribe these three access panels and their rivets, I printed three small decals in silver

**ANOTHER ALTERNATIVE**

If you have the Revell reissue of this kit (#04213) and don't fancy either of the options in it, nor going for a JMSDF scheme, then why not go for the excellent RAAF option offered by Hawkeye Models? It offers markings for VH-FOX, operated by Pacific Aviation on behalf of the RAAF, and makes for a very different looking Learjet, what with the Australian roundels and flags. For more details email clayton@hawkeyemodels.com.au or visit www.hawkeyemodels.com.au.

"I sawed off the cowling rims for two reasons. One, to better access the inside seam which must be filled and smoothed, and two, to enable easier painting"

other colours so I gave it a few coats of Future, ready for decaling.

The kit decal sheet is well produced but I felt that the colour of the Hinomaru was too dark so I decided to print my own replacements on the ALPS. While I was at it I replicated most

of the other markings on the kit sheet, mainly because previous experience with Hasegawa decals has proved the carrier film to be a little on the thick side. I also added some additional stencil data that was apparent on some photographs.

With all the decals in place, I washed off any remaining traces of solutions and then applied a sealing coat of Future. Before adding final details I ran a thin wash of light grey into the panel lines. Although generally happy with the look of it, its

super high-gloss still looked toy-like, so I dulled the reflectivity down to a semi-gloss. With the addition of the undercarriage, navigation lights, belly radome and ailerons the model really came to life. ■

PAINTING & DETAILING

Some nice detail in the jet nozzles has been accentuated with a wash of black oil paint



Starboard wing-pod. The thin yellow stripe along the side was almost too narrow to mask, so I sprayed some clear decal film with the yellow, cut a narrow strip from it and applied it as a decal. The clear dome on the nose of the pod fits well to the resin part; I sprayed it with coats of Tamiya Smoke (X-19), clear red (X-27) and clear blue (X-23) to achieve the bronzed-glass effect

FINAL VERDICT

■ Had I not seen this particular boxing of the Learjet I doubt I would have considered it as a subject to model, which is unfortunate. It's a beautiful looking airplane, there is a myriad of schemes to choose from and the kit itself is an excellent basis for some minor additional work. The fit of parts is better than many of Hasegawa's much later releases. Although the U-36A model is somewhat hard to find, the base Learjet kit is readily available and has recently been boxed by Revell AG, at a great price too (Although stock is limited now, they (#04213) retail for just £10.99 - Ed).

Who says civil aircraft are boring?

If you still think civil Learjet schemes are boring, check out US civilian operator 'Phoenix Air', whose fleet of Learjets are finished in low-viz grey camouflage, carry weapons pylons and in at least one case, sport a sharkmouth!

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

BUILT & WRITTEN BY JAMIE KAGGO FROM THE UK.

BASKETWEAVE B

Who would ever have thought that we would see a new kit of the Wimpy, especially in 1:48? Well, Trumpeter have made our dreams come true, so here is how it builds from the box

The Wellington is probably best known because of the geodetic structure used in its construction. This strong but light criss-cross framework was designed by Barnes Wallis originally for airships such as the R100 and R101, but was also later used in the Vickers Wellesley. The structure was extremely strong and retained its integrity even if large areas were removed, however it was extremely complex to manufacture, and even at peak wartime production the maximum built in one month was only 130 by the Chester plant.

In all sixteen different versions of the Wellington were built and Bomber Command Wellingtons dropped 41,823 tons of bombs in 47,409 sorties during WWII with a loss of 1,332 aircraft to enemy action.

THE KIT

The Trumpeter Wellington seems to have been one of the most eagerly awaited kits this year; it's not every day an important British World War Two bomber gets released in 1:48. With all the kaffuffle on the Internet forums about the fabric effect (more later) I was keen to see the mouldings in the flesh. The box is rather large with a painting of a winter scene of a bomber in Norfolk being loaded up for the forthcoming night's raid (I'm not sure there are many snow capped mountains in that part of the world, nor what looks like willow trees!). It is packed with sprues crammed with parts and Trumpeter has continued to pack fuselages in a protective cardboard sheath - a feature that some long established manufacturers could do well to imitate.

The metal bits include an etched steel fret that has a few small details such as balloon cable cutters and thankfully no silly hinges, but unfortunately no seat harnesses are included. There are also some particularly nice white-metal main landing gear legs that will make for a very strong sub-assembly. The plastic parts are well moulded although there is a small amount of flash and some irritating mould seams to clean up. The clear bits are very well done, being thin and very clear. The (clear) instrument panel this time has the dials filled in, a first for Trumpeter. The decals are thin and well printed but there are accuracy issues. Both options have the fuselage codes printed in bright red, while they should be Medium Sea Grey. The Malta option cannot be modelled because it had the beam gun fuselage windows, as it was a late series Mk Ic airframe.

The fabric effect. This has been the most controversial subject in the modelling world this side of Christmas! The following is my opinion and mine alone and should be treated as such (how's that for sloping shoulders!). There is good news and not so good news. I think Trumpeter have got the fuselage pretty much spot on but I think the flying surfaces are a tad overdone, not by much however and despite what some more vocal characters on the forums have said, this kit looks fine. I will leave you, dear reader, to make up your own mind, have a look at the accompanying photographs, and have a look in the box in the shop or at a show before you criticise this model.

CONSTRUCTION

The interior is pretty well detailed and unsurprisingly this is where construction started but before we jump in there seems to be a bit of confusion as to what the colours were in the rear fuselage. The geodetic metal seems to be aluminium in colour but appears to have been painted (it was to act as a barrier to the dope that would be applied to the fabric - Ed). As for the fabric there are two camps, one goes for a silver dope on the inside whilst another has the red primer leeching through leaving a pinkish hue (Both could be correct, but the basic colour of Irish Linen is a cream colour, the choice of red or aluminium for the dope is entirely up to the modeller - Ed). At the end of the day it doesn't matter too much as not much can be seen anyway, with this in mind I went for the easy option and painted all the relevant bits in Gunze Aluminium. After a wash with Humbrol 33 (Matt black) and a blast with good old Xtracrylics matt varnish the areas of shadow were post-shaded with a thin mix (about 20% Gunze Flat Black and Flat Brown to 80% thinner). All these bits were ➔



We feel that the surface detail on the kit is acceptable once it is covered with some paint



YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Tamiya Extra thin cement
- Humbrol Maskol
- Sidecutters
- #5 Tweezers
- Tamiya masking tape
- MasterCaster sanding pads
- Microscale Kristal Kleer
- Micro Sol and Set solutions
- Aeroclub rigging thread



Recommended paints:

Gunze Sangyo Aqueous Hobby Color acrylic:

- H8 Silver (Aluminium)
- H11 Matt White
- H12 Matt Black
- H72 Dark Earth
- H73 Dark Green

Tamiya acrylic:

- XF-1 Flat Black
- XF-2 Flat White
- XF-10 Flat Brown
- XF-19 Sky Grey

Humbrol enamel:

- 11 Silver
- 12 Copper Plate
- 33 Matt Black
- 34 Matt White

Xtracrylics

- XAIF Flat Varnish
- XAI141 White (FS17875)

Vallejo

- Dark Earth

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

OMBER



MODEL INFO

SPEC: Trumpeter 1:48 Vickers Wellington Mk Ic **KIT NO.:** 02808 **MATERIALS:** IM, PE, RB **AVAILABLE FROM:** Pocketbond Ltd (UK Distribution) and Trumpeter stockists worldwide **PRICE GUIDE:** £49.99



The gun barrels snap off with ease, so cut them off initially and replace them after assembly is complete. As you can see, these have been repaired - more than once!

ALSO RECOMMENDED...

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)

⚠ Wear the right protective clothing when advised





"The Trumpeter Wellington seems to have been one of the most eagerly awaited kits this year"

finished off with a drybrush of Humbrol II (silver) to lift the detail, not than any of can be seen anyway!

The front of the fuselage is painted matt black; I tried to lighten these areas with grey and a liberal drybrush with light grey but when everything is buttoned up its mighty dark in there! The instrument panel had the glass faces masked with Humbrol Maskol applied with a cocktail stick, then this was sprayed with Tamiya matt black lightened with and given a drybrush of Humbrol 43 (matt white) darkened with a bit of black. The Maskol was removed and although the instruments looked a little ragged (I think due to the quick drying acrylic paint) I was happy with the result. The film backing had white paint applied to the back and this was then cut out, bunged on the back of the clear part with superglue and added to the cockpit structure. Wellingtons from this period normally carried two

pilots on operations. Trumpeter has included two control columns but from my research it appears that this configuration only appeared on training machines (This may be down to using the preserved example at Hendon as the basis, as that is a T Mk IO - Ed). I left mine out but the choice is yours. I also left out the jump seat which folds away on the left fuselage wall however I have a feeling that this was used on take-offs and by the Flight Engineer (It was - Ed). In other words it's all a bit confusing so do your research the best you can.

The navigator and wireless operator's stations had large areas of varnished wood. Having seen many techniques using oil paints to recreate the effect I thought of other ways to replicate it using the paints in my toolbox. I was on a bit of a deadline for delivering the model for photographing and didn't have the time (or the paint) to go down the oil route. I started off by spraying

the wood parts Gunze RLM 79; any light brown will do however. When this was dry I broke out the Vallejo Dark Earth. After a few shakes in the bottle, the parts were given a 'wet' drybrush, in other words with more paint than for a normal for drybrushing. The Vallejo paint although acrylic stays wet enough to produce a streaky effect simulating the wood grain. As a bonus it is touch dry in about 10 minutes and has a realistic sheen. All the other details were painted in accordance with the instructions and the whole lot glued into the starboard fuselage half. You don't need to add the tailwheel strut at this stage; you can squeeze it in after painting, just! The level of fuselage detail is rather good and as I have said before not a great deal can be seen in there any way, just enough to make it look busy. What is provided is an ideal canvas for those who like to superdetail.

The turrets are very well detailed. Mine were sprayed with a mix of dark

grey and given a heavy drybrush with Humbrol II (silver), however most photographs seem to show them to be aluminium! The turrets, once fully assembled and masked were added to the fuselage half prior to joining, unfortunately they cannot be added later. This means the gun barrels are very prone to breakage. I snapped mine off at least a dozen times through careless handling. One solution would be to rotate the turrets through 90 degrees to reduce the likelihood of them getting damaged; they will still be vulnerable however. The best solution is to cut the barrels off and put them aside for safe keeping, drill holes in the gun breeches and when the model is complete you can simply reinstall them. Quickboost have just released a very nice set of resin gun barrels for the Tamiya Lancaster and I have some on order ready for the Mk. III. As you can see from the photos, I lost the front barrels and had to replace them with plastic rod, damn! Oh, I nearly forgot,

STEP BY STEP GUIDE - TURRETS



The turrets assembled and prior to painting



The turrets after they have been sprayed black (this should have been aluminium)



And with the glazing on and all of it masked prior to installation and painting

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

STEP BY STEP GUIDE - INTERIOR



The back of the acetate film for the instruments is first painted white



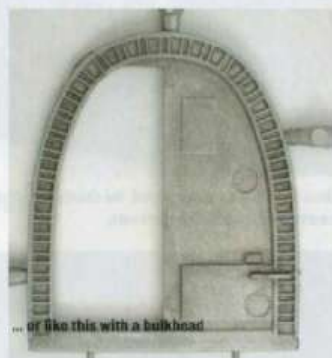
The instrument panel itself is clear plastic, so first of all the instrument 'glasses' were masked with Maskol



The cockpit area builds up nicely from the box once painted and weathered



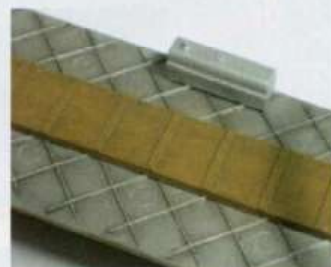
The interior includes a few frames like this one without any bulkhead...



... or like this, with a bulkhead



The wood effect (see article text) is quite effective in the mid section...



... as well as for the walkway down the centre



Don't forget to extend the walkway over the top of the ventral gun position of that suits the option you are building



The bulkhead and radio equipment is OK, although photo-etched will probably soon be out to enhance this area



The interior is sprayed aluminium, with the forward area sprayed matt black



A final shot of the interior painted and installed in one fuselage half gives you an idea of how much detail is in the kit

STEP BY STEP GUIDE - UNDERCARRIAGE



Here you can see the combination of plastic, photo-etched and white-metal parts that make up the undercarriage



The whole unit fits snugly into the lower wing, although a clamp is needed at the trailing edge



Overall the undercarriage is quite effective, but is just as well the legs are metal as their early installation leaves them open to damage

⚠ Wear the right protective clothing when advised to

STEP BY STEP GUIDE - PAINTING & DECALS



The decal codes are incorrectly supplied in red, so once the model is primed they are applied to act as masks



Once the painting is completed, the decals are stripped off with tape to reveal 'Medium Sea Grey' codes courtesy of the primer underneath



All the masked 'glass' is sprayed black before the top colours go on



The pre-shading works well as the upper colours are lightly applied



To heighten the effect, the raised details were knocked-back with wet 'n' dry before the final coat was sprayed on



The overall painting has now been completed. See how effective the primer is for the codes

STEP BY STEP GUIDE - ASSEMBLING AND MASKING



The wings feature this 'box' as an attachment point to the fuselage



The wing to fuselage joint is perfect. The box spar attachment is not rigid enough and the wings flex alarmingly



The first stage in weathering the exhausts is some pre-shading with black

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



The model receives some pre-shading once the primer is dry



The decals and some elements of weathering have been completed, just the final bits and pieces before completion of this project

don't forget to paint the front turret tub, I didn't and you can see the bare plastic through the bomb aimer's window. Once all the inside details are done the fuselage halves were closed up, the join is OK but with a seam as long as this you can expect some gaps, although they weren't serious.

Before the wing halves can be joined the wheel wells need to be made up. These consist of two plastic bits to which you add an etched lining. The metal bits don't follow the contours of the plastic bits but this is normal as they are designed to fit the lower wing halves, this is a very clever piece of design. The white-metal struts are added to the plastic struts that had been cleaned up and painted on the

sprue. When all this has been done the wing halves (with the pre-assembled ailerons) can be joined. The fit is excellent with the leading edge seam almost disappearing without the need for sanding.

The engines are well detailed and capture the look of the real thing very well. The instructions are a bit ambiguous when it comes to the exhausts and I think I may have attached them the wrong way round but they look OK. The collector ring was sprayed with Humbrol copper and when dry was post-shaded with a mix of Gunze Dark Earth darkened with matt black. The external exhausts were pre-shaded with Gunze matt black and then had Dark Earth misted on. When dry they were drybrushed with



The exhausts are then painted with suitable reddish shades and weathered with pastels



The level of detail supplied for each engine is well illustrated here

Wear the right protective clothing when advised

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Wellington Mk Ia, N2944, QJ-C, No.149 Squadron, RAF Mildenhall, December 1939. Dark Earth and Dark Green uppersurfaces with Night undersides. Type A roundels on fuselage sides and above wings; codes in Sky Grey, serial in black. Note underwing roundels have either not yet been applied or had been painted over



Wellington Mk Ia, N2912, LG-G, No.215 Squadron, RAF Honnington, April 1940. Dark Earth/Dark Green/Night finish with Medium Sea Grey codes and Night serials; 'B' type roundels above wings. Note different styles of code 'G'



Wellington Mk Ic, P2927, KO-F, No.115 Squadron, RAF Kinloss, May 1940. Dark Earth/Dark Green/Night finish with Medium Sea Grey codes; serial in Night. 'B' type roundels above wings



Wellington Mk Ic, R3206, OJ-M, No.149 (East India) Squadron, RAF Mildenhall, June 1940. Dark Earth/Dark Green/Night finish with Medium Sea Grey codes and serials; 'B' type roundels above wings. White section on fuselage roundel painted over in Night; note unusual style of fin flash



Wellington Mk Ic, N2778, BU-R, No.214 (Federated Malay States) Squadron, RAF Stradishall, November 1940. Dark Earth/Dark Green/Night finish with Medium Sea Grey codes and serials; 'B' type roundels above wings



Wellington Mk Ic, L7842, KX-T, No.311 (Czechoslovak) Squadron, RAF Honington, winter 1940. Dark Earth/Dark Green/Night finish with Medium Sea Grey codes and serial; 'B' type roundels above wings. White of fuselage roundel overpainted in Night



Wellington Mk Ic, R1042, JN-A, No.150 Squadron, RAF Newton, winter 1940-41. Dark Earth/Dark Green/Night finish with Medium Sea Grey codes and serial; Night undersides. 'B' type roundels above wings; note camouflage patch beneath serial on fuselage, both sides



Wellington Mk Ic, N2756, HD-U, No.38 Squadron, Fayid (Egypt), early 1941. Dark Earth/Dark Green/Night finish with Medium Sea Grey codes and serials; 'B' type roundels above wings



Wellington Mk Ic, T2817, *K, No.148 Squadron, RAF Luqa (Malta), February 1941. Dark Earth/Dark Green/Night finish with codes and serial in Medium Sea Grey; 'B' type roundels above wings



Wellington Mk Ic, N2768, LN-H, No.99 Squadron, RAF Waterbeach, March 1941. Dark Earth/Dark Green/Night finish with Medium Sea Grey codes and serials; 'B' type roundels above wings



The fabric effect is not that noticeable once the paint is applied. That on the tailplanes is recessed though and is therefore very difficult to correct

← Humbrol silver to give the impression that they were made of metal.

Trumpeter has come up with a good idea for locking the wings onto the fuselage. A block with a tab is glued onto the fuselage side, this tab then locks onto a 'sticky out' bit inside the wing, the trouble is it doesn't work terribly well as the wing ends up rather floppy. The idea is a sound one and hopefully with the Hampden and Whitley (ahhhh, if only), they will get it to work. The wing to fuselage join is very good with just a smidge of Mr Surfacer used to blend it in. The whole assembly is very strong and there is no need for any wing spars as there was with the Condor.

We are nearly at the painting stage now, all that needs to be done is add all the little bits and pieces and the transparencies. They are a good fit but do benefit from a smear of white glue to fill in some gaps (Milliput for the main cockpit). Don't forget to paint the geodetic structure first though, black for the forward fuselage and aluminium for amidships. With the airframe masked up, the transparencies were sprayed with Gunze Sangyo matt black and then primed with Halfords grey auto primer which was then buffed to a smooth finish with MasterCasters' sanding sticks.

COLOUR SCHEMES

As I mentioned in the intro, Trumpeter have dropped a bit of a clanger with the colour of the codes on the decal sheet; they should be Medium Sea Grey and not bright red. I didn't have any appropriate spares in the spares box so what to do? I decided to use the decals, but as a mask! Luckily Halfords grey primer is a close match for Medium Sea Grey so after a bit of trimming (not enough as it turns out) the codes were applied to the model. Don't use setting solutions as after painting, the decals

are lifted up with tape revealing the 'correct' colours below. They need a bit of touching up here and there but the technique works a treat.

The brief from the editor was he wanted the model to be weathered, awesome I thought, as this is my all-time modelling favourite bit. I don't paint a scheme and then weather it, I prefer to weather as I go building up the effect in layers. Following a preshade with Gunze matt black I started on the Dark Earth for which I used Gunze mixed with gloss clear. By mixing the varnish with the paint there is no need to apply a gloss coat prior to decaling that will alter the shade of the paint by darkening it. The mix was misted on the model providing a base to the weathering; this mix was the lightened with white and light grey and sprayed over the highlights. Un-altered Dark Earth was then sprayed on in a random patchy effect; this was further added to by darkening the paint with black finishing off with very small amounts of diluted Tamiya Dark Brown. The

brown was masked with tape (British aircraft of the period tended to have hard demarcations) and the same process was used for the green, again using Gunze Sangyo as the base with Tamiya lowlights. The whole camouflage job was masked off so I could paint the black. If you use plain black the overall effect will be too dark and monochrome, not at all realistic. To get away from this I used a mix of Gunze Sangyo red/brown and black in a 50/50 ratio. When the first coats go on it looks all wrong, far too brown but don't panic, the more the layers are built up the darker the paint appears until it looks like black but if you compare it to pure black you can really see the difference. I broke up the larger areas by adding neat black in natural areas of shadow and in a random fashion, dilute light grey was also misted on and added in highlights and again in patches to make it look like a well worn finish. Because the model had clear gloss added it didn't need a separate gloss coat, a good thing, as I am useless at getting a

good smooth glossy finish. The remaining decals were added (all eight of them) and the whole model was matted down with Xtracrylics matt varnish with a drop or two of Xtracrylics white added to blend in the decals. Worn metal and scratches were simulated with a silver pencil and the Wimpy was then treated to post-shading of heavily diluted Gunze Sangyo black and red/brown in the lowlights, this mix was also streaked back in the direction of the airflow. I used this concoction to reduce the brightness of the red in the decals as they are a bit in your face! The final weathering process was a drybrush with light grey just to lift the detail.

Trumpeter has included rubber tyres again, some folks hate them but I'm not that bothered as long as they are scuffed up a bit. Out came the sanding sticks again and this resulted in a really nice effect. With all the masking removed all I needed to do was to add the aerial wire from Aeroclub elastic and this was coloured with some War Hammer Chainmail paint. ■



"The decals are thin and well printed but there are accuracy issues. Both options have the fuselage codes printed in bright red, while they should be Medium Sea Grey"



FINAL VERDICT

■ What can I say about this kit, love or loathe the fabric effect, this is a fantastic model. Who'd have thought a few years ago that a new Chinese company would produce a top quality 1:48 model of a British World War Two bomber? It's accurate, fits together exceptionally well and is well detailed and I for one cannot wait for the Mk III to appear. If we all make enough noise maybe we'll get a Hampden or Whitley!

Was it worth the money?

Absolutely, every penny and minute spent!


MODEL INFO

SPEC: Eduard 1:48 Eduard E.V (D.VIII)
KIT NO: 8096 **Materials:** IM, PE
 Available from: Hannants & LSA Models
 (UK Distribution) and Eduard stockists
 worldwide **PRICE GUIDE:** £15.50

PFALZ'S RAZOR

I must admit when the editor asked if I had seen the new Eduard kit and was I interested, I groaned. I had already seen it. There wasn't much to it; it looked like it was designed as an afterthought and with the leftovers from other more successful designs. But after a second look I was starting to get hooked. The quality of this kit was never in question, rather its history.

BUILT & WRITTEN BY MIKE CAPELL FROM THE UK

Its wartime roll was limited due to poor workmanship (rather than design) with the wing assembly, with only one reported kill before the E.V was withdrawn from service. To remedy this problem, according to Profile Publications 67 (Price Two Shillings!) Reinhold Platz, the designer, had a wing built precisely to his design and this proved 100% satisfactory. Such was his commitment that Platz took over management of the Pezina works

where the wing was assembled. The history and the advanced design would make a welcome addition to my growing collection. One problem...

THE BUILD

I could not make up my mind which of the four paint schemes to use. So I asked Sharon (my wife) and emailed the Editor for their opinions, and both came to the same conclusion, so Polish Air Force it would be!

Preparation began with drilling out the various holes for the control wires, then carefully cutting and repositioning the ailerons, rudder and elevator, using a razor saw. Before getting the cockpit and interior done, I opted to begin with the wing. The minimal mould seam was soon sanded smooth, and happy with the slight deflection of the ailerons I applied the paint. Xtracolor is my paint of choice these days. I have experimented with several other brands but

when you get used to the gradual build-up of colour and the resulting shading and highlighting that is possible, it makes it a very versatile, dare I say it, tool! Whilst the base colour of XII3 Faded Olive Drab was still wet I added a few drops of dark green to the mix and proceeded to shade the panel lines and around the flaps to give some depth. After allowing the paint to dry thoroughly I applied the decals. These really are high quality and with a brush

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Liquid cement
- Tweezers
- Tamiya masking tape
- Sanding Sticks & Files
- Smoke Coloured Fishing Line
- Microscale Kristal Kleer
- Microscale Micro Set & Sol solutions
- Johnsons Klear (Future)



Recommended paints:

Alclad II lacquers:
 Aluminum

Gunze Sangyo Mr Color acrylic:
 H214 Dark Iron

Tamiya acrylic:
 XF-52 Flat Earth
 XF-57 Buff

Xtracolor enamel:

XI03 Insignia Red
 XII3 Faded Olive Drab
 X405 Matt White
 Matt Vernich

Windsor and Newton oil paint:
 Burnt Umber
 Paynes Grey
 Yellow Ochre

Dimensions

Span - 27ft 6.7in
 (8.4m)

Length - 19ft 3.9in
 (5.865m)
 Height - 9ft 3in
 (2.82m)

Dimensions - 1:48

Span - 173.7mm
 Length - 122.2mm
 Height - 58.8mm

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

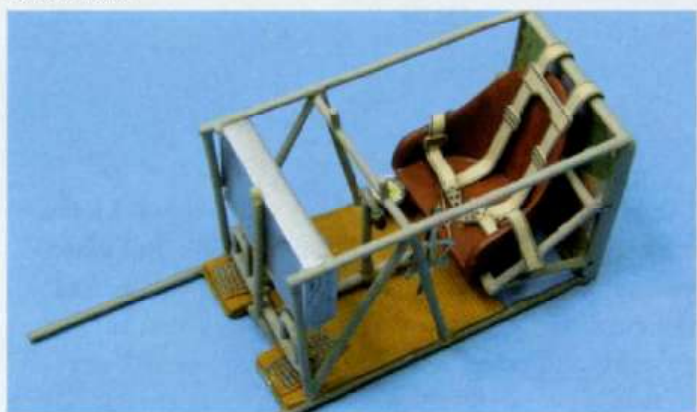
STEP BY STEP GUIDE - INTERIOR



The wood panels inside the fuselage halves were given the wood effect as described in the accompanying text



Eduard include 'reversed' lozenge decals for the cockpit area and very effective they are too



The completed cockpit assembly



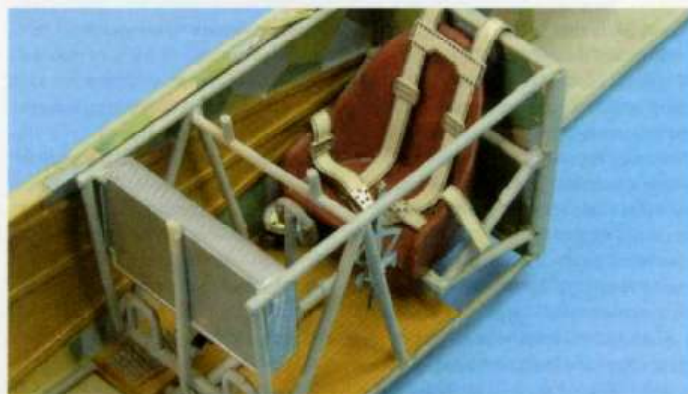
To give you some idea of size, the cockpit is not that big considering how much detail it contains

first dipped in water then in Micro Sol I moistened the wing and immediately placed the decals. Once I was sure of the placement Micro Sol was liberally brushed on top and this formula 'melted' the decal into place, so no touching! The assembly was then left overnight to dry.

A HIDDEN JEWEL

In the meantime I got on with the interior, first spraying all the wooden parts a coat of XF-57 Buff, shortly followed by

several light brush coats of Johnson's Klear. The grain effect is achieved with a mix of Winsor and Newton Burnt Umber and Yellow Ochre oil paint. This is liberally applied over the required area, then using a stiff flat brush I brush in one direction only to get the grain effect, occasionally wiping the excess oil paint off the brush. It really is simple to achieve, and takes just a few minutes to get right, but takes a couple of days to dry! There are approximately



The completed cockpit assembly inside one fuselage half

ALSO RECOMMENDED...

References

- *Air Enthusiast* No.17 December 1981: Article 'Fokker's D.VIII - The Reluctant Razor' by P.M. Grosz
- *Fokker D.VIII* by P.M. Grosz, *Windsock Datafile* 25 (Albatros Productions 1991, 1995 & 2001 ISBN: 0-948414-29-4)
- *Fokker D.VIII* by J.M. Bruce, *Profile* No.67 (Profile Publications 1966)
- *Fokker, the creative years* by A.R. Weyl (Putnam 1965)
- *German Aircraft of the First World War* (Putnam)
- *Scale Models* May 1979: Article 'Fokker E.V' by R. Rimell
- *World War One Aeroplanes* No.79 May 1980: Article 'Fokker D.VIII Wing & Airfoils' by C.R. Cash
- *World War One Aeroplanes* No.86 September 1980: Article 'Fokker D.VIII' by P.M. Grosz

Ⓢ Wear the right protective clothing when advised to

Fokker E.V





The Polish scheme is very colourful with those big checker boards

"Xtracolor is my paint of choice these days. I have experimented with several other brands but when you get used to the gradual build-up of colour and the resulting shading and highlighting that is possible, it makes it a very versatile, dare I say it, tool!"

twenty parts that go into building the cockpit, and they are tiny. With a bit of thought I came up with the idea of using double-sided sticky tape to hold these parts for spraying (they say 'Necessity is the Mother of Invention') which works fine, just keep the air pressure low! I also find it easier to gloss the areas where I need to apply super-glue to the photo-etched parts, as it seems to provide a stronger bond than on a matt surface. The gauges received a spot of Kristal Klear to produce the glass effect and the best way to do this is with a cocktail stick (if you're posh) or a toothpick (if you're not). This is where nature really lets us down, only

one pair of hands! These parts are so tiny I found using normal tube glue the best way to get them into position, as it remains flexible yet is strong enough for any minor adjustments.

After a few touch-ups with matt varnish I sat back and admired my handiwork, very pleasing, except the thought that much of this work will be hidden out of view!

The fit of the cockpit into the fuselage is excellent and this was soon closed up and left to dry.

PROPELLER & ENGINE

The actual propeller consists of individual wood laminations glued

together and shaped, either by hand or machine. The end result shows the different colours of the wood grain used. Replicating this on the model is similar to the grain method I used earlier, except that I brush-painted the darker 'grain' using XF-52 Flat Earth until it looked right, then finished off with oil paints to get that wood grain effect. An interesting footnote to this was the fine balancing of the full sized propellers, which was achieved by applying an uneven coat of varnish; try doing that on a jet turbine!

Whilst the oil paint was drying I got on with the rotary engine which consists of just three components. The

cooling vanes on the cylinders are very good and once the engine was built it was sprayed with Alclad II Aluminum, as was the inside of the cowling. Alclad is best sprayed at very low pressure and several mist coats rather than one or two thick coats. It dries quickly so I was able to apply a thin wash of Paynes Grey oil paint to finish off. From start to finish it took no more than ten minutes.

PAINT INSTEAD OF DECALS

The elevators were repositioned in the same way as the ailerons by gently bending them. I decide to paint the red and white panels for the simple reason

STEP BY STEP GUIDE - ASSEMBLING AND MASKING



Stage one of the propeller painting, a base coat of Buff...

...followed by the laminations in a darker colour...

...and finally the completed assembly, looking very much like wood

Its a big old wing isn't it? The combination of the high parasol wing with the lozenge fabric and Polish markings make for a very striking model



that I did not want to risk any decal seams showing through. Xtracolor 405 matt white was sprayed first followed by, the next day, XI03 Insignia Red. The fuselage recess for the horizontal stabilizer needed a fair bit of scraping and sanding to get a nice snug fit, but was then simply glued in place. The build process started to speed up now with the engine and cowling on. I went on to finish all the green bits, i.e. the cowling, engine panels and all the struts. There is nothing more irritating than cleaning out your airbrush only to find a few more parts that need the same colour; we have all done it and I certainly still do!

LOZENGE ANYONE?

After the marathon decal job on my previous Eduard D.VII this would be a stroll in the park! The fuselage underside lozenge went on first, along with the separate decal stitching, which is a little on the dark side (well, I have to find fault somewhere). This is one job that I have never speeded up by using a hairdryer etc. Just let the decal solution do its work. The only minor problems I found were, firstly that the port and starboard exhaust pipe had to be removed as attempting to get the decals in place would be like pulling a shirt on with all the buttons done up. Secondly the fuselage decals were too

The grass effect on the wings and fuselage is a great touch. This was achieved by using a fine brush to apply a light green wash to the areas where the grass would grow. The result is a very realistic effect.

The propeller looks good with a wood grain effect, this is easy to achieve (see text) and it becomes a focal point of the completed model

long, for some reason, I actually thought I had left something off but it's just a case of Eduard being generous. These were soon remedied though; the former with a razor saw and a hole drilled in their place to mark the position and the latter using the engine cowl as a guide and a fresh scalpel. Apart from these easily remedied minor obstacles the decals are perfect. Whilst the lozenge decals were still wet I applied the remaining decals, again giving them a couple of coats of Micro Sol.

After allowing time to set overnight any residue was cleaned off with fresh water, then a coat of Johnsons Klear was brushed on to even out the edges.

GONE FISHING

The E.V was starting to come together now and to be honest I didn't want to finish, I was really enjoying this project, but finish I must. I have always used fishing line for the rigging and actuator lines. The actual diameter of the fishing line is, I feel, unimportant but rather if it looks right, then it simply is. So I won't bore or confuse you with dimensions. Also in the past I used normal uncoloured line, but in this case I used smoke-coloured fishing line, which in certain positions reflects light giving the illusion of steel wire, just like the real thing. Each length was inserted into the holes that I had already drilled

Engine assembly is straightforward, here the photo-etched control rods are removed from their fret



The completed engine before painting...



... and after painting

STEP BY STEP GUIDE - ASSEMBLING AND MASKING



The decals are applied to the wings with water and Micro Sol



Once in position the decals can be soaked with Micro Sol, then just left out of harm's way to dry overnight



The kit includes very effective stitching for underneath as photo-etched



Rigging is added to the undercarriage and tensioned with some bulldog clips

for the actuator and the undercarriage wires and fixed in place with a drop of thin cyanoacrylate. By the time I had anchored the last of these lines I could return to the second stage with the first one, as the glue was dry. Bulldog clips are a very cheap and a versatile tool not just for holding small parts but also providing ample weight to tension rigging lines. Small cuts were made at the bottom of the forward undercarriage

struts, thus saving the sleep-inducing business of attempting to drill through the undercarriage aerofoil with a 0.3mm drill bit. The wires were slotted into these cuts and then tensioned with the bulldog clips and again glued into place with cyanoacrylate. The actuator lines were fixed in much the same way except for using my 'helping hands' device to get both tension and angle spot-on before fixing in place.

FULL METAL JACKET

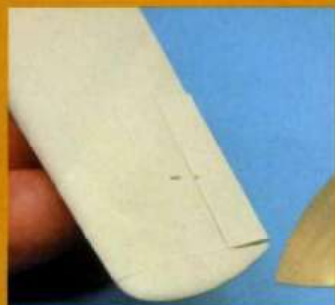
The guns are very well moulded but with some minor surgery and with the addition of the photo-etch parts they can be made even better. After a coat of Mr Color Dark Iron they are perfect. The photo-etch jacket was wrapped around the plastic barrel to get the correct shape then removed and the joint secured with cyanoacrylate. Next the

muzzles were removed and stored on a blob of Blu-Tack to be used later, and the plastic barrels were sawn off and discarded. All the etched parts could now be fixed in position, the only tricky bit being the foresight, so I used Johnson Klear to secure it as it gave me time to centralize the sight before finally securing it with cyanoacrylate.

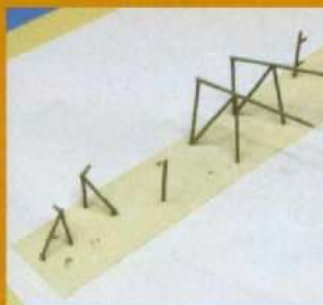
STEP BY STEP GUIDE - ASSEMBLY



Cuts are made in the wings at the ends of each aileron



And once done the ailerons can be carefully bent into a more realistic position

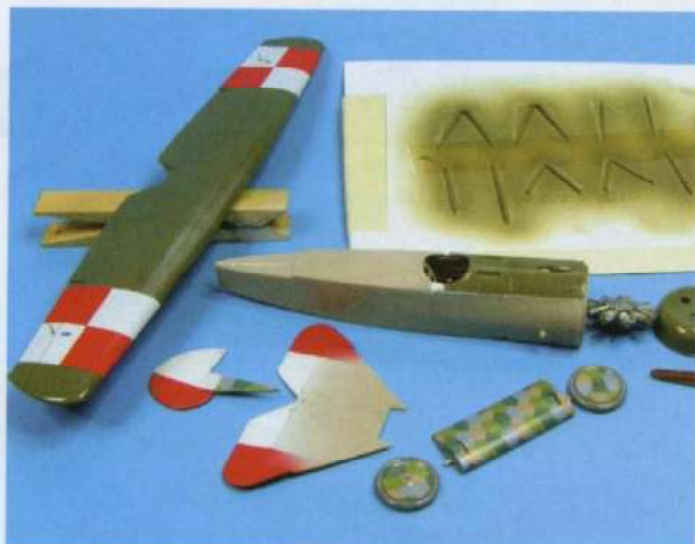


Keeping all the struts safe is easy when you secure them to double-sided adhesive tape

The guns are made up of plastic and photo-etched. The one to the left is completed, while the one to the right is in the first stage of assembly



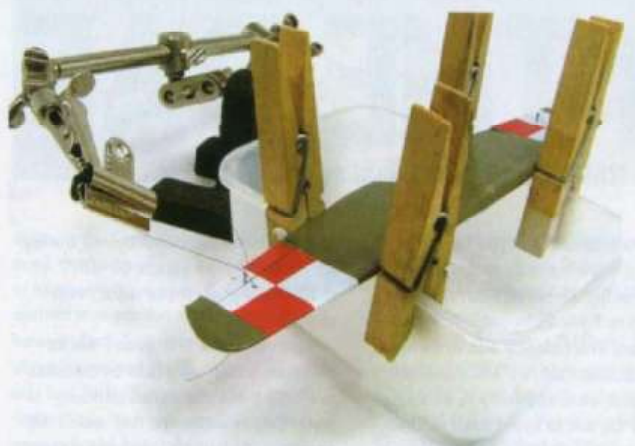
⚠ Always ensure that you work in a well-ventilated area when using solvents



All the sub-assemblies painted and partially decalced before the lozenge is applied



The fuselage decals are too long, so run from the back to the front and trim the excess off just behind the cowl



The control wires on the wings need 'helping hands' to assist in the tensioning. Note the simple use of pegs and a plastic tub to make a jig

One nice touch is the pre-painted ammunition counter on the rear of each breech, well, that is what my Dad told me, and since he was an RAF armourer who was I to argue! After a brush coat of Dark Iron and a quick buff up the guns really look the business.

FINISHED

Sat in front of me by this stage are the fuselage assembly, wing, guns and

wheels. With the exception of the guns the rest were sprayed with several light coats of Xtracolor matt varnish and left overnight to dry. The guns being slightly satin showed up really well when fixed in place, and the wings and wheels followed shortly afterwards.

After a few touch-ups with matt varnish, the job was done. ■

"The grain effect is achieved with a mix of Winsor and Newton Burnt Umber and Yellow Ochre oil paint. This was liberally applied over the required area, then using a stiff flat brush I brushed in one direction only to get the grain effect, occasionally wiping the excess oil paint off the brush"



FINAL VERDICT

■ This has to be one of the most enjoyable models I have ever made. Small but perfectly formed.

Was it worth the effort?

A resounding yes!



Once the elevators are cut and deflected you can locate the control cable holes by holding the assembly up to a bright light source



To get the decals on the fuselage it is best to cut-off the exhaust stacks on either side

WRITTEN BY RICHARD J. CARUANA



A quartet of Sabres F Mk 4s from No.130 Squadron flying from RAF (Germany) Brüggen in September 1954. These aircraft has still not been painted with the colourful red/blue/white flashes flanking the fuselage roundels (R.J. Caruana Archives)

SABRES FOR THE RAF

Bought as a stop-gap measure, the North American F-86 was the RAF's first operational swept-wing fighter

The aerodynamic development scene of the immediate post-war era was characterised by sharp contrasts on either side of the Atlantic. Whereas the tempo of wartime research was to continue unabated in America, the British industry was led by Government into an austerity programme, under the conviction that the Gloster Meteor would serve well into the early fifties. In the United States, a very innovative aircraft was taking shape, one that would leave an indelible mark on fighter development, the North American F-86 Sabre.

Barely five years after the end of a world war that had bled its major participants dry (literally and financially) another conflict broke out in the Far East. At that time, Hawker Aircraft Ltd were absorbed by development work on the P.1040, which stemmed from the company's first jet design, the P.1035 (later to be called Sea Hawk – see Issue 14, September 2006). Intrigued by the challenge of designing a competitor to the F-86 Sabre, Hawker handed the Sea Hawk production programme to Armstrong-Whitworth in order to concentrate on Air Ministry Specification F.43/46, calling for a single-seat fighter powered by an axial flow jet engine.

Supermarine had also been working on a new jet fighter, this time to Specification E.41/46, as a swept-wing version of the Attacker. Known as the Type 510 it eventually evolved into the Type 535, prototype to the Swift. Handling was found to be smooth and pleasant and Supermarine appeared to be making progress, albeit at its own cost

having invested a lot of its own resources into the project. So much so, that it even organised a tour for its design team to Germany where the first Royal Canadian Air Force (RCAF) Sabres had been stationed, to take a closer look at this marvel from across the Atlantic. They found, much to their amazement, that the Sabre was like something out of the future, highly finished both inside and out. The cockpit alone was described as coming from "the 21st century" whilst that of Supermarine's fighter-to-be was practically indistinguishable from that of a Spitfire!

As could be expected, neither Supermarine's nor Hawker's new jet aircraft was anywhere near looking like a fighter, let alone nearing production and service. The 'best' British fighter in Korea was to be the Meteor as flown by the Royal Australian Air Force (RAAF). So it must have been with some chanting of 'mea culpa' that the Air Ministry was forced to order, not without some embarrassment, 430 Sabres under the United States Mutual Defense Air Program (MDAP) in order to fill the gap until indigenous types would become available. Some incentive was found in procuring these fighters from Canada, where the F-86 was being built under licence.

SABRES ON ORDER

Originally, an order for 370 had been placed to replace de Havilland Vampires that were serving in Europe within the 2nd Tactical Air Force (TAF). These were to be followed by a further 60 aircraft for use by Fighter Command in Britain. The first batch consisted of three Canadair F Mk 2s (XB530-532);

being the first of their type for the RAF they were logically redesignated F Mk 1s in British service but this was changed to F Mk 2s in order to avoid confusion. The balance was to be made up of Canadair Sabre F Mk 4s, which once again were originally to be known as F Mk 2s, but to avoid even further confusion the original F Mk 4 designation was retained. These consisted of XB533-551 (the last in this batch replaced XB530 which was returned to Canada), XB575-603, XB608-646, XB664-713, XB726-769, XB790-839, XB856-905, XB941-990 and XD102-138; XB973-977, XD139-144 and XD167-210 were serials allotted to RAF Sabres but immediately cancelled. The 60 aircraft ordered for use in Britain were the following: XD707-736 and XD753-781 (in actual fact only 59 were delivered).

The Air Ministry apparently had decided to tie itself up in knots on the Sabre; not a little confusion arose when it was decided that Sabres serving in Europe should carry 'XB' serials while those in UK would be allocated serials in the 'XD' range. In order to do this, a renumbering exercise was conducted as follows: XD102-105 became XB647-650, XD106-111 became XB770-775, XD112-116 became XB851-855, and XD117-138 became XB978-999. This worked for most, using up unallocated serials, except for the last block of 12 aircraft that were now given duplicated serials allocated to other Sabres! To solve this matter XB901-905 and XB941-990 were renumbered XB912-916 and XB917-977 respectively. Sabres acquired through MDAP funds

had also been allocated United States Air Force (USAF) serials 52-10177 to 10236, though these were never applied.

Apart from the first three F Mk 2s delivered, which were built by Canadair to F-86E-5-NA standards, all operational Sabres within the RAF were F Mk 4s. Originally it had been planned that this version should be powered by the Orenda 3, but as aircraft were already leaving the production line before this engine became available it was decided to install the General Electric J47-GE-13 turbojet. Canadair's F Mk 4 was practically identical to the F-86-10-NA which, though originally planned to be powered by a J47-GE-27, eventually had the same engine as its Canadian counterpart. The F Mk 4 also embodied a host of refinements, such as an improved compass system, cockpit pressurisation and air conditioning systems, and the new Type A-4 gun-bomb aiming system. The first F Mk 4 performed its maiden flight on 28th August 1952.

No.1 Long Range Ferry Unit of RAF's Transport Command flew the first Sabres across the Atlantic on 9th December 1952, arriving in the UK on 2nd January of the following year. This was the first of a series of such long-range flights delivering all RAF Sabres to Britain via Quebec, Goose Bay, Bluie West-One, Keflavik, Prestwick and finally on to No. 5 Maintenance Unit at Kemble. At one time as many as 64 aircraft were ferried in one flight.

All Sabres were delivered in a natural metal finish, with RAF roundels in place, together with the RAF serial in the standard position and the last three

Typical of No.112 Squadron, their aircraft were bedecked with the sharkmouth motif. This particular photo sheds quite interesting light on the often debated colour of the shark's mouth. Red is definitely out (compared to the roundels and fin flash); the tone seems to be much closer to the underside PRU Blue? (R.J. Caruana Archives)



Sabre F Mk 4, XD727/D, belonging to No.92 Squadron. Together with No.66 Squadron this unit formed the Linton-on-Ouse Sabre wing, the only Fighter Command wing based in Britain (R.J. Caruana Archives)



Canadair Sabres for the RAF awaiting delivery to Britain. These were all supplied in a natural metal finish, camouflage then being applied at Kemble or Lyneham (R.J. Caruana Archives)

digits of the Canadian serial on the nose. Camouflage was applied either at Kemble or Lyneham. A disruptive pattern was applied to the upper surfaces in Dark Sea Grey and Dark Green; aircraft destined for Germany (XB serials) had PRU Blue undersides added while those for home use (XD serials) were painted Aluminium underneath. Another distinguishing feature between the two schemes was the demarcation line between upper and lower surface colours – high up on the fuselage for the former and much lower down for the latter. The only exceptions appear to involve a small batch of aircraft flown by the Sabre Conversion Unit at Wildenrath that retained their natural metal finish, due to their immediate introduction into service.

Sabre XB982 became test bed for the Bristol Siddeley Orpheus 801 engine, flying for the first time on 3rd July 1958. Providing some 6,800lb of thrust, it proved to perform decidedly better than the RAF F Mk 4 Sabres; however, by that time the type had been nearly completely withdrawn from service and the Orpheus-engined Sabre was never adopted. This unique aircraft was eventually scrapped in 1960.

SABRE SERVICE

The sterling work of No.1 Long Range Ferry Unit was quickly acknowledged, and on 1st February 1953 it was reorganised as No. 147 Squadron. In April it moved from Abingdon to Benson from where it continued its job of ferrying Sabres to the various units then converting to the type in Germany. Eventually it was even engaged in transferring Venoms to the Middle and

Far East, and when the time came for the RAF to give up the Sabres it was still there to exchange them with Swifts and Hunters.

The first front-line RAF unit to be equipped with the Sabre was No.67 Squadron at Wildenrath, where they replaced the unit's Vampires FB Mk 5s in May 1953. Next in line was No.3 Squadron, sharing the same base as No.67. Re-equipment of the new swept-wing fighter continued to the following RAF Germany units within NATO's No.2 TAF: Nos.4, 20, 26, 71, 93, 112, 130 and 234. The two units based in Britain with Fighter Command were Nos.66 and 92 Squadrons, both converting from Meteor F Mk 8s at Linton-on-Ouse in December 1953 and January 1954 respectively. Sabres were also to be found with No.229 Operational Conversion Unit (OCU) at Chivenor, the Air Fighting Development Unit (AFDU) at West Raynham and the Central Gunnery School (CGS) at Leconfield. The Aircraft and Armament Experimental Establishment (A&AEE) at Boscombe Down in Wiltshire also flew a number of Sabres.

Very few of the F Mk 4s were delivered with the extended 'hard' or '6-3' wing, which featured an extended fixed leading edge introduced to the F-86E through experience gained in Korea. A good number of RAF Sabres, however, later had these wings exchanged for the original 'slatted' type. These modified wings can be identified by the addition of a wing fence and the extension of the wing chord onto the ammunition bay door on the forward fuselage.

The Canadair Sabre F Mk 4 brought with it another major change for most units operating in Germany. Vampire-equipped squadrons were mainly dedicated to ground-attack; this role had to change to air superiority and interception. Although the Sabre marked a definitive improvement on any other RAF fighter then in service with the RAF, it did have a number of limitations. Initial rate of climb was about 5,000ft per minute, but it took nearly 12 minutes to reach 35,000ft. Acceleration was rather limited as the J47-GE-13 delivered only 5,200lb thrust. Its major adversary, the MiG-15, could boast better overall performance, and could only be equalled if the Sabre had attained enough altitude that could be converted into energy in a shallow dive. Another significant drawback was its armament of six 0.5in Browning machine guns, a significant decline in firepower from the quartet of 20mm cannon previously used on Meteors, Venoms and Vampires (and, indeed, on most RAF fighters from World War II). Apart from that, it handled beautifully and immediately gained the approval of most pilots who flew it.

Problems with engine power could have been solved had the RAF opted to continue flying the Sabre. Only a couple of years after the introduction of the type into RAF service, the RCAF in Europe had already moved on to the Mk 5 and 6, equipped with the higher thrust of the Orenda engines. By June 1955, the first Hunters F Mk 4 had arrived at Oldenburg, Germany,

to equip No.26 Squadron, followed soon afterwards by No.4 Squadron at Jever. At that time the Hunter was still suffering some teething troubles and many pilots considered it to be inferior to the Sabre, notwithstanding its four-cannon armament. Thankfully, for the Hunter, its troubles were soon ironed out and Sabres began to be supplanted with the new Hawker interceptor. 'Retired' Sabres from Germany were sent back to England and collected at Nos.5 and 33 Maintenance Units (MU) from where they were distributed to various aircraft companies. After a careful survey, those found to be not up to standard were 'reduced to produce', while the rest were given a new lease of life with the fitting of the 'hard' wing. All RAF markings were painted over, although the typical RAF camouflage scheme was retained, and USAF 'stars and bar' markings were painted on. The original Canadian serials were used for identification, painted on the fins, with the last three digits repeated aft of the USAF standard 'FU-' codes on the fuselage. In total, 303 ex-RAF Sabres were returned to the United States, the rest being delivered to Italy and Yugoslavia.

These were usually referred to as F-86E(M) – 'M' standing for modified. One such example, ex-XB812 (that had been handed over to the Italian Air Force), returned to the UK where it was refurbished, repainted in the colours it wore during its service with No.93 Squadron and placed on display at the RAF Museum, Hendon.



Canadair Sabre F Mk 4, XB763/G, Sabre Conversion Flight, RAF Wildenrath, Germany. Natural metal overall with black serials and anti-dazzle panel. Red code 'G' on fin; note badge on nose

Scale: 1/72



Canadair Sabre F Mk 4, XB984/K, No. 3 Squadron, Geilenkirchen (Germany), 1954. Glossy Dark Sea Grey/Dark Green/PRU Blue finish with green trim to nose and vertical tail surfaces, outlined in yellow; black serials and anti-dazzle panel, code 'K' in red, outlined in yellow. Unit crest on white disk below windscreen



Canadair Sabre F Mk 4, XB775/M-B, No. 4 Squadron, RAF Jever (Germany), 1955. Glossy Dark Sea Grey/Dark Green/PRU Blue finish; black serials and anti-dazzle panel. Codes on fuselage side in light blue, with 'M' repeated on front nosewheel door. Unit badge on fin



Canadair Sabre F Mk 4, XB981/Q, No. 4 Squadron, RAF Jever (Germany), 1956. Glossy Dark Sea Grey/Dark Green/PRU Blue finish, black serials and anti-dazzle panel; light blue code 'Q' on fuselage repeated on nosewheel door. Badge on fin



Above: Canadair Sabre F Mk 4, XB900/A, No. 20 Squadron, RAF Oldenburg (Germany), 1954. Glossy Dark Sea Grey/Dark Green/PRU Blue finish; black serials and anti-dazzle panel. Red/white/green stripes over blue flashes flanking fuselage roundels. 'A' on fin in white; unit badge in a white shield on the nose



Canadair Sabre F Mk 4, XB577/V, No. 26 Squadron, RAF Oldenburg (Germany), 1954. Glossy Dark Sea Grey/Dark Green/PRU Blue finish; black serials and anti-dazzle panel. Yellow code 'V'; unit badge on fin (note that the latter is not 'handed' on starboard side)



Scale: 1/72

0 METRES 1 2
0 FEET 3 6

Canadair Sabre F Mk 4, XB855/H, No.66 Squadron, RAF Linton-on-Ouse, 1954. Glossy Dark Sea Grey/Dark Green/PRU Blue finish; black serials and anti-dazzle panel. Code 'H' in red on fin; unit crest on port side only



Canadair Sabre F Mk 4, XD720/N, No.66 Squadron, RAF Acklington, 1955. Glossy Dark Sea Grey/Dark Green/Aluminium finish; black serials and anti-dazzle panel. Code letter 'N' in blue, outlined in white; unit crest on port side only



Canadair Sabre F Mk 4, XD753, flown by Sqn Ldr A.F. Osborne (DFC), Commanding Officer, No.66 Squadron, RAF Linton-on-Ouse, 1956. Glossy Dark Sea Grey/Dark Green/Silver scheme; black serials and anti-dazzle panel. Roundel Blue fin with standard fin flash and a white lightning flash with initials (AFD) superimposed in yellow; Roundel Blue nose with white band. Note rank pennant under windscreen



Above: Canadair Sabre F Mk 4, XB686, flown by Gp Capt J.E. Johnson, Station Commander, RAF (Germany) Wildenrath, 1955. Glossy Dark Sea Grey/Dark Green/PRU Blue finish; black serials and anti-dazzle panel. Red lower canopy frame and end fairing; red lower section of vertical tail surfaces, with a narrow blue border on top. 'JEJ' in white on canopy frame, aft of rank pennant; initials, also in white, on red front nosewheel door



Above: Canadair Sabre F Mk 4, XB796/Z, 'B' Flight, No.67 Squadron, RAF Wildenrath, Germany, 1955. Glossy Dark Sea Grey/Dark Green/PRU Blue finish; black serials and anti-dazzle panel. Code 'Z' on fin in white, outlined in black; blue band around top of fin/rudder, outlined in yellow ('A' Flight aircraft had red band)

Canadair Sabre F Mk 4, XB630/P, No.71 Squadron, RAF Wildenrath, Germany, 1955. Glossy Dark Sea Grey/Dark Green/PRU Blue finish; black serials and anti-dazzle panel. Yellow/white flashes with black diamonds flanking fuselage roundels; 'P' in yellow outlined in black on fin. Squadron emblem on a white disc aft of gun ports



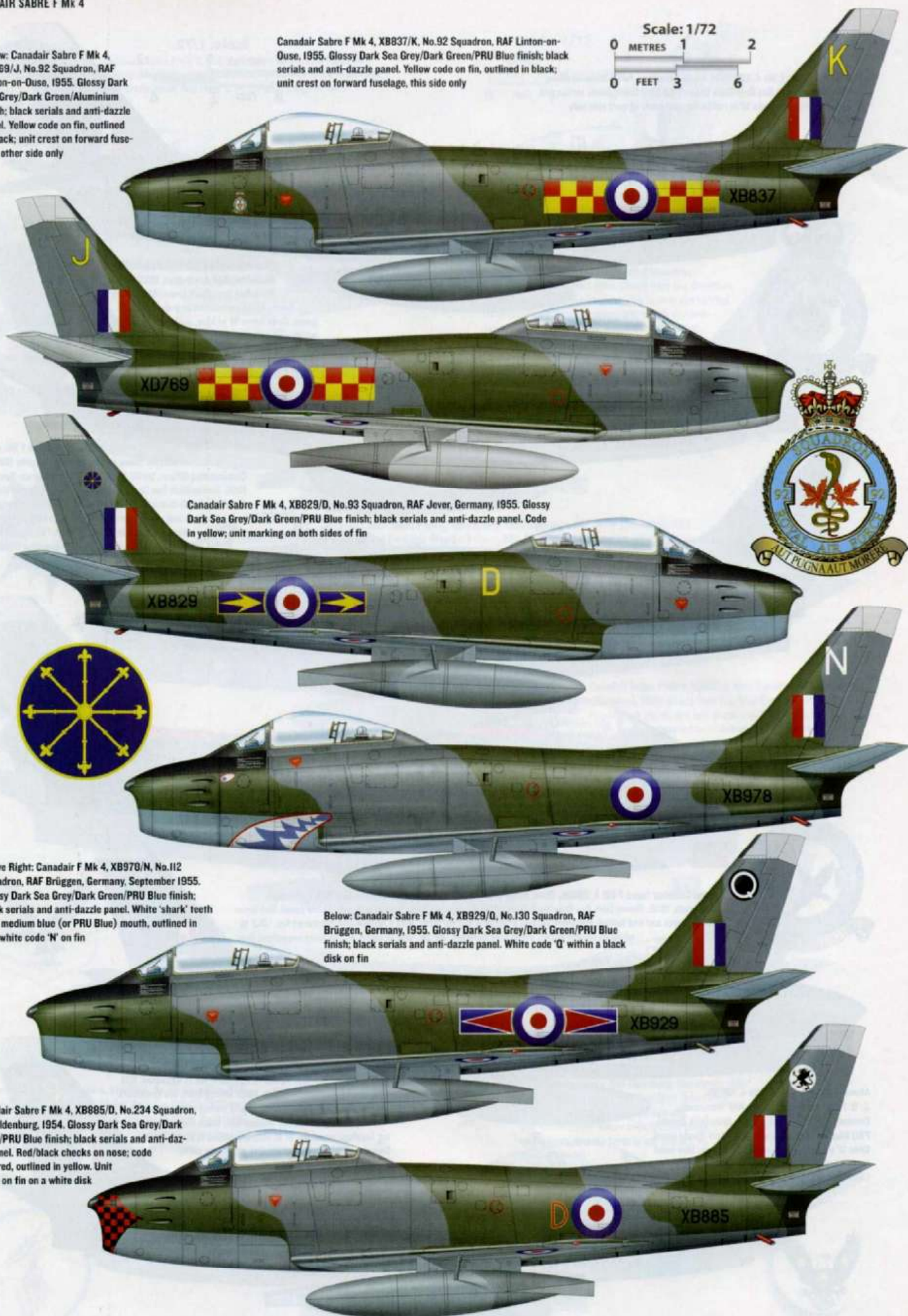
CANADAIR SABRE F Mk 4

Below: Canadair Sabre F Mk 4, XD769/J, No.92 Squadron, RAF Linton-on-Ouse, 1955. Glossy Dark Sea Grey/Dark Green/Aluminium finish; black serials and anti-dazzle panel. Yellow code on fin, outlined in black; unit crest on forward fuselage other side only

Canadair Sabre F Mk 4, XB837/K, No.92 Squadron, RAF Linton-on-Ouse, 1955. Glossy Dark Sea Grey/Dark Green/PRU Blue finish; black serials and anti-dazzle panel. Yellow code on fin, outlined in black; unit crest on forward fuselage, this side only

Scale: 1/72

0 METRES 1 2
0 FEET 3 6

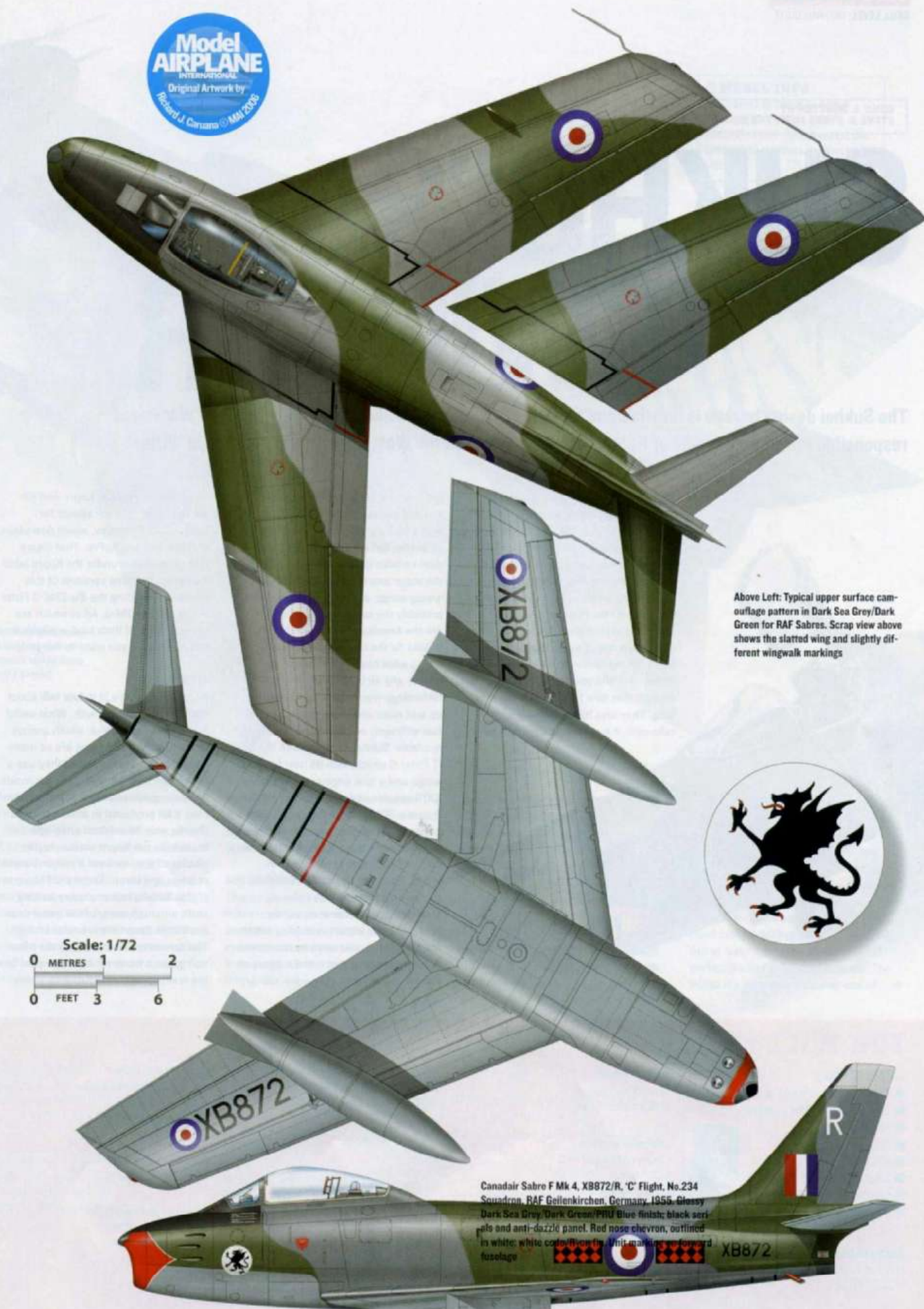


Canadair Sabre F Mk 4, XB829/D, No.93 Squadron, RAF Jever, Germany, 1955. Glossy Dark Sea Grey/Dark Green/PRU Blue finish; black serials and anti-dazzle panel. Code in yellow; unit marking on both sides of fin

Above Right: Canadair F Mk 4, XB978/N, No.112 Squadron, RAF Brüggen, Germany, September 1955. Glossy Dark Sea Grey/Dark Green/PRU Blue finish; black serials and anti-dazzle panel. White 'shark' teeth with medium blue (or PRU Blue) mouth, outlined in red; white code 'N' on fin

Below: Canadair Sabre F Mk 4, XB929/Q, No.130 Squadron, RAF Brüggen, Germany, 1955. Glossy Dark Sea Grey/Dark Green/PRU Blue finish; black serials and anti-dazzle panel. White code 'Q' within a black disk on fin

Canadair Sabre F Mk 4, XB885/D, No.234 Squadron, RAF Oldenburg, 1954. Glossy Dark Sea Grey/Dark Green/PRU Blue finish; black serials and anti-dazzle panel. Red/black checks on nose; code 'D' in red, outlined in yellow. Unit badge on fin on a white disk



Above Left: Typical upper surface camouflage pattern in Dark Sea Grey/Dark Green for RAF Sabres. Scrap view above shows the slatted wing and slightly different wingwalk markings



Canadair Sabre F Mk 4, XB872/R, 'C' Flight, No. 234 Squadron, RAF Gellenkirchen, Germany, 1955. Glossy Dark Sea Grey/Dark Green/PtU Blue finish; black serials and anti-dazzle panel. Red nose chevron, outlined in white; white code 'R' on the tail. Unit markings on forward fuselage

BUILT & WRITTEN BY
STEVE A. EVANS FROM THE UK

SUKHOI'S SWINGER

The Sukhoi design bureau is now famous for the mighty Su-27 Flanker, but during the Cold War it was responsible for a whole family of fighter-bombers known in the West under the codename of 'Fitter'.

The family started with the Su-7 going into Service in 1959. Big, heavy and of limited capability, this first generation was soon being upgraded to make way for more useful versions. The trouble with the early jet engines, and not just the Russian ones of course, was that they guzzled fuel at a prodigious rate. Couple this unfortunate fact with the rather crude aerodynamics of the time and you could have an aircraft that flew fast, but not for very long. They also had a problem with take-offs; it just took so darned long to

get unstuck. Shortening the take-off run and still keeping a reasonable range was a tricky problem but the designers at Sukhoi believed they had it beaten with variable geometry wings. Most of the major powers have dabbled with 'swing wings' at one time or another, probably the most famous of which are the American F-111 and F-14. While it does fix the range/take-off problem it also adds complexity, weight and cost to any airframe. But jet engine technology was beginning to catch up and more and more powerful (and fuel-efficient) engines were becoming available. Sukhoi came up with the Su-17 Fitter C which, with its new fangled wings and a new engine, could carry a 100% greater payload than the old Su-7, over a 30% greater range and only needed 50% of the runway to do it in, which is none too shabby an increase, just for being able to waggle your wings. Constant upgrades in engine, systems and armaments followed, culminating in the final model the Su-17M-4, the export version of which, the Su-22M-4, was used by seventeen different nations, and is the subject of this kit.

To clear things up, Kopro and KP are the same firm, KP stands for Kovozyavody Prostejov, which nowadays is abbreviated to KoPro. That clears that up, so today under the Kopro label they produce three versions of this machine, including the Su-22M-3 Fitter H and the Su-17M-3. All of which are the only ones of their kind available in this scale, so if you want it, this is it!

IN THE BOX

Never mind what's in it, let's talk about the box itself to start with. What awful artwork, truly dreadful, which annoys me no end because there are so many useful artists out there and they use a horror like this. Oh well. Let's get inside. It always surprises me these days when I see a kit produced in multi-coloured plastic, very 'Matchbox' although, thankfully, the Kopro version is just shades of grey and not the weird world of beige and black. There are 147 parts of this initially rather clumsy looking stuff, although many of the panel lines are a little deep they are neat enough. The sprues are 'chunky' and the injection gates a touch on the large side, but the real impression is just how much



YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Tamiya Extra Thin Cement
- Masking tape
- Sidecutters
- #5 Tweezers
- Tamiya masking tape
- Sanding Sticks & Files
- Johnsons Kleer

Accessories Used:

Cutting Edge cockpit detailing set
#CEC48079



Paints Used:

Tamiya acrylics:
X-19 Smoke

Lifecolor acrylics:

LC01 White FS37295
LC02 Black FS37038
LC22 Red FS38013
LC37 Dark Brown FS30040
UA001 Dark Green FS34079
UA005 Weathered Olive Drab FS34088
UA019 Sand FS30277
UA026 Light Compass Ghost Grey FS36375

UA042 Chrome Yellow FS13432
UA092 Dark Earth FS30118
UA097 Middle Stone FS30266

Humbrol enamels:

53 Gunmetal
56 Aluminium
191 Chrome Silver

Alclad II lacquer:

Aluminium
White Aluminium
Dark Aluminium
Halfords acrylic spray:

Grey Plastic Primer

Daler Rowney oil paints:
034 Ivory Black
223 Burnt Umber

Daler Rowney pastels:

Warm grey #73

Windsor & Newton pastels:

Yellow Ochre #227.3
Burnt Sienna #411.3
Grey #704.5



The completed model is busy, covered with stencils and all those funky stripes!

MODEL INFO

SPEC: Korp 1:48 Sukhoi Su-22M-4

KIT NO.: 3156 MATERIALS: IM

AVAILABLE FROM: Pocketbond Ltd (UK Distribution) and Kopro stockists worldwide
PRICE GUIDE: £21.25

plastic is in there. This is a large aircraft and it shows.

You also get a neat instruction sheet of ten pages, which is well drawn and clear, as well as a separate tremendous four-page marking and painting guide with four-view layouts and stencil data (more on that little lot later).

I also had thrust into my sticky little mitts the Cutting Edge cockpit detailing set. This wonder of the resin casters' art has nine resin bits and twenty-

five photo-etched parts. The resin is superbly done with excellent details and although the etched isn't up to Eduard standard, they are not bad at all.

BUILDING THE FITTER

Thankfully that resin interior will mean that the rather poor standard kit parts are sent to the bin and the Cutting Edge instructions ease you along quite nicely. It all needs careful trimming and trial fitting, but once painted it does look the

part. The basic structure is FS36375 Light Compass Ghost Grey with switch panels in dark grey and all the details picked out with acrylics, mainly white, yellow and red. It takes a bit of work to get the cockpit top to nestle into the fuselage sides but it does go in there.

The main kit parts are no real problem, they all go together quite nicely, actually, but don't forget the weight in the nose or you'll be tail-sitting before you know it.

The mouldings are a little 'old-school' and nowhere near the likes of Hasegawa or Tamiya, of course, but that's no great problem, it's just like stepping back in time a bit. This clumsiness is most obvious with the cooling intakes around the rear fuselage, which are just moulded as solid lumps. These need careful drilling and hollowing out, but at least their positioning is made perfectly clear in the instructions. The wings are also rather clumsy and of

REFERENCES...

- *Air Action* No.22 (October 1990) & 43 (December 1993)
- *Air Forces Monthly*, August 1990
- *Air International*, May 1979, September 1986, May 1992 & September 1994
- *Luftwaffe Fitter* - The Su-22 in German Service, Post WWII Combat Aircraft
- *Series No.4* by R. Jahnke & A. Klein (Airdoc Publications 2003 ISBN: 3-935687-04-4)
- *Replac No.42* (February 1995), No.58 (June 1996)
- *Su-7/Su-17/Su-20/Su-22* (AeroFax ISBN: 1-85780-108-3)
- *Su-22* (Przegląd Konstrukcji Lotniczych, 1991)
- *Sukhoi Su-22M3*, Lock-On No.27 (Verlinden Publications, 1994)
- *Sukhoi Su-22M4/UM3K* (Topshots series) by K. Barcz & D. Warszawski (Kagero 2005, ISBN: 83-890388-72-X)
- *Sukhoi Su-22M4 & UM-3K* (4+ Publications)
- *Sukhoi Fitters In Action* No.90 (Squadron/Signal Publications, 1989)
- *World Air Power Journal*, Vol.2 (Summer 1990)
- *Zone Air* No.3

Dimensions: 1:48

Span - 44ft 9.5in (13.656m) at 30° sweep, 31ft 7in (9.64m) at 63° sweep
Length - 53ft 10in (16.415m) w/o pitot

Dimensions - 1:1

Span - 284.5mm (30° sweep), 200.8mm (63° sweep)
Length - 341.9mm (exc. pitot)



'The sprues are 'chunky' and the injection gates a touch on the large side but the real impression is just how much plastic is in there. This is a large aircraft and it shows'

all the kit parts are the most troublesome. The kit allows the modeller to let the wings swing; the trouble is that the location is less than positive. This means that they just hang out of the wing inner sections with terribly uneven droops and just look awful. In the end I decided to fix the outer wing panels in the fully swept position. This caused problems in itself, as to get the wing all the way back its trailing edge (where it slots into the wing glove box), had to be massively thinned down. Basically I just hacked lumps of the trailing edge flap until it would all go where it was supposed

posed too. Just call me 'Butcher'.

The rest of the kit must have seen what I did to the wings and decided to behave, because it all went together without much trouble. The fin and the insert for the fuselage spine do take a bit of lining up to keep everything square but apart from that there are no real problems. One thing of note is the fitment of stores pylons, which are a little complex and need altering, as per the kit instructions. They all need lots of trimming and repeated trial fits to get a snug fit around the wing leading edge. The instructions also, of course,

tell you to just go ahead and fit all the undercarriage, doors, airdals and weapons, but for me that'll all be post-paint. Talking of which...

COLOURING IN

In the box you get three versions, all in the multi-colour random patterns of dark green and light green, dark brown and light brown. The Su-22 seems to have a remarkably variable camouflage scheme and due to the fact that it was in service for so long with a huge number of air forces, there's a great choice on offer.

In the instructions Kopro are good enough to supply a colour chart with all the various paints on offer from seven different paint manufacturers. Some of the conversions from make to make are a little suspect but it's a good starting point. The starting point for the paint job is a lick of undercoat and a change of heart. The change of heart comes with an apology to Marek Vareka of Kopro, because he wanted me to do the East German AF 'last flight' aircraft. The trouble is I just hated it from the moment I saw it (sorry Marek) and knew that I'd only make a half-hearted

Cont on p1

STEP BY STEP GUIDE - PAINTING



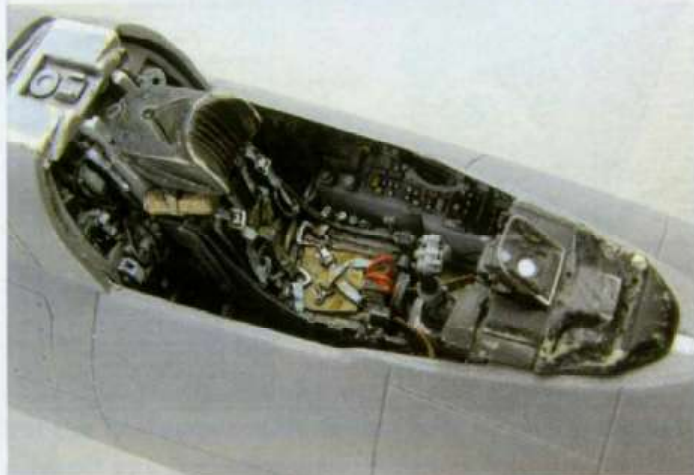
The kit parts are a little clumsy and old fashioned but can be made to fit reasonably well with a bit of patience



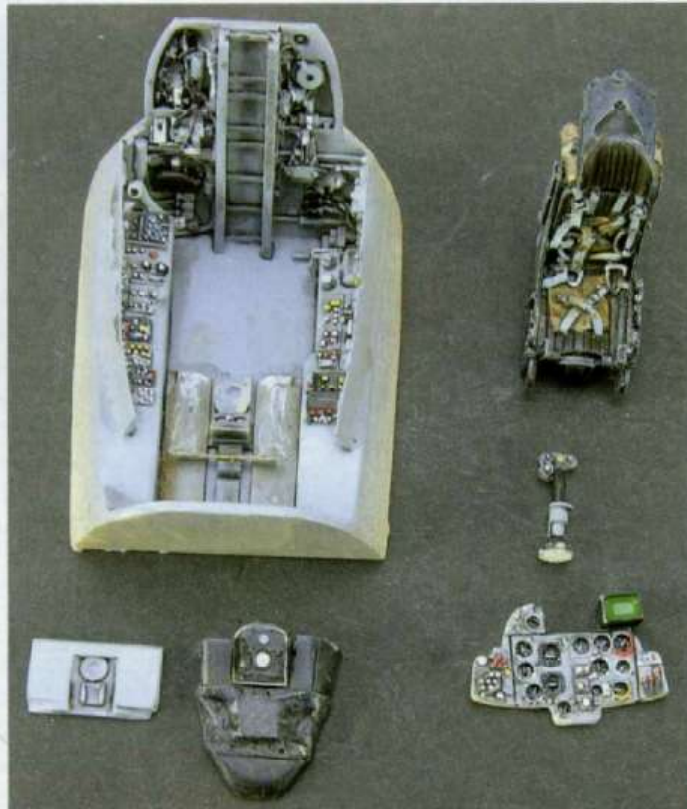
The white base-coat for the yellow tiger-striped tail

STEP BY STEP GUIDE - INTERIOR

The Cutting Edge resin interior is beautifully cast. The etched parts aren't quite as good



It all fits snugly into place and the opening is wide enough so that you can still see what you spent your money on



Painted and ready to fit, the resin cockpit tub does look the part

A big engine, huge intake with shock-cone, lumps, bumps and loads of wing fences coupled with the unusual planform of the Su-22 make it just so 'Russian'

effort at it, so I took a different path. The Luftwaffe choice in the box 98 +14 was at one time decorated with a spectacular scheme for the Lechfeld Tiger Meet in 1998, so that was my choice. It's a pity that Kopro themselves hadn't included that one as an option. To keep the yellow of the tail bright I used a white base coat, then Chrome Yellow FS13432. The AIRdoc Publication's

'Fitters in Luftwaffe service' has some great full colour pictures of this one to follow, so follow it I did in satin black acrylic, hand painted with a very fine brush for the tail and both drop tanks. It took an hour or so of squinting, touching up and cursing, but it looked suitably stripy as the masking tape went on to keep it covered up during the remaining paint process. There are a

few metallic areas to be sorted out first, which as usual for me is a quick blast of Alclad II in various shades.

The main camouflage pattern is in four colours: Dark Green FS 34079, Grey Green FS 34002, Dark Brown FS 30040 and Light Brown FS 33105, or at least according to Kopro. Personally, after studying the photographs, I took a slight departure from that and used FS

**STEP BY STEP GUIDE - PAINTING**

Chrome Yellow FS13432 is a bright start



Tiger stripes applied with a fine brush and satin black acrylic

'Thankfully the resin interior will mean that the rather poor standard kit parts are sent to the bin and the Cutting Edge instructions ease you along quite nicely'



Alclad II for the metallic areas, which needs to be masked off for the coming spray job



The camouflage pattern seems random and haphazard; no two Su-26s seem to be the same

STEP BY STEP GUIDE - INTERIOR

The Su-22 is big, unless you have stood alongside one you don't realise how big, so in 1:48 it is also, ... well, big!



'The mouldings are a little 'old-school' and nowhere near the likes of Hasegawa or Tamiya of course, but that's no great problem, it's just like stepping back in time a bit'

34088 weathered Olive Drab for the light green and the light brown I mixed from FS 30277 (40%) FS 30266 (40%) and FS 30118 (20%). The pattern itself was done freehand and it all sits over a lower surface of FS 36231 Dark Gull Grey. Again this is a departure from the Kopro instructions for FS 34233, which seems just too 'blue' to me. All in all a bit of a mish-mash of colours but once applied they

do look pretty good.

After drying, the panel lines were given a light coat of Tamiya Smoke (X-19) And a few scruffy bits of pastel dust were then applied, especially to the underside and around the engine to make it all look a bit more business-like. Two coats of Johnsons Klear were then sprayed on as preparation for the decals.

MARKING UP

The tale of the Kopro decals is one of two extremes. On the one hand you have good choices from three nations and a serious stencil set (more later),

whilst on the other they are badly out of register. As I was building this one to a deadline I persevered but there is no excuse for that kind of thing in this day and age, so minus points there, I'm afraid. In the end I chose to touch up the crosses with a little black and white acrylic, although I left the identification numbers alone for fear of really messing it all up.

Anyway the basic Luftwaffe markings are pretty simple but the real test of patience comes with these stencils. If you were to follow the instruction sheet, which is tremendous on this point, you would be sticking on 237 stencils...

yes that's right, two hundred and thirty seven! I have to admit defeat on this one and only used the larger more visible decals and then painted on the rest, which is a darned site easier.

One other marking I had to take care of was a little flying Tiger on the nose, which was a left-over decal from the spares box, suitably modified with over-sized blue wings.

Before we go on to the other things, I should point out that as comprehensive as the Kopro sheet is in regard to the stencils, compared to the real aircraft it's seriously lacking. The Su-17 & 22 are very stencil-intensive aircraft and are

STEP BY STEP GUIDE - PAINTING

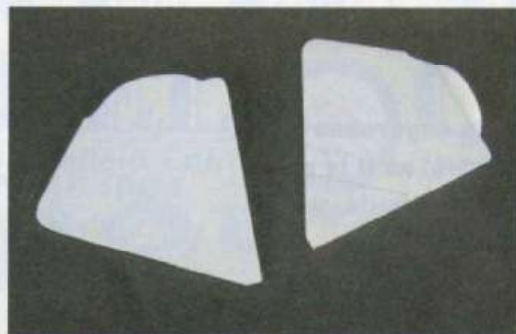


How out of register can you get? Probably the worst aspect of the whole kit

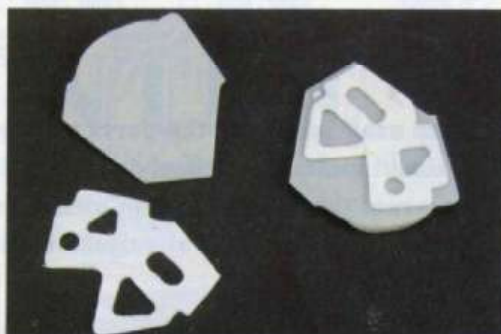


Going for German markings instead of Russian does at least allow you to have crosses all over the model, which look really nice

STEP BY STEP GUIDE - DETAILS



The undercarriage doors are also pretty poor with zero detail as standard



A simple remedy is the application of a cut and trimmed slab patch to the inner face of the door



The undercarriage legs are the right size and shape and only need careful painting and the addition of a couple of hydraulic lines to raise the detail level



It's exactly the same story for the nosewheel as well



The ECM pod from 'Flash Gordon' just had to be fitted



It sits on either of the inboard wing pylons, looking suitably eccentric, typically Russian

literally smothered in the darned things from top to bottom. Luckily I wasn't going to do the whole lot and with just enough to make the airframe look suitably busy, it was on to other things.

FINISHING OFF

As usual, this bit of the process is one that takes a fair bit of time and in this case is also a bit more involved than usual. The reason for that is the main gear doors. Whilst the undercarriage units themselves are not bad the doors are seriously inadequate, being flat and utterly featureless. The doors need the addition of some internal structure →



The canopy benefits greatly from the addition of the Cutting Edge etched parts, making it look very busy indeed



The completed interior is very nice; you just need to apply this level of detail to the rest of the kit now

The flying tiger motif on the nose looks out of place on a Russian jet, but it all adds to the tiger theme of this particular machine



You need to hand paint the stripes (see text), but the end result is well worth the effort



"As the examination of the parts continues, an eagerness to get this model under way slowly and steadily grows, as it is quickly apparent this will not be an overly complicated build, while still encompassing a lot of refined detail"



made from 0.30thou plasticard, cut and shaped to suit. The undercarriage legs need some hydraulic lines and a couple of little bits added to make everything much more business-like. The pipes are just lengths of fishing line, trimmed to size and suitably painted. The nose undercarriage gets the same treatment of additions to the leg and the doors, good old plastic card again for the door details, as well as a couple of stretched sprue hinges. Next up is the addition of all the little aerals; there are 3 under the nose and one unmentioned in the instructions on the spine, aft of the cockpit (this last item is painted white and is quite noticeable in the photographs of this aircraft). I got this one out of the spares box (I think it's actually from an F-4).

I also just had to fit the V-I41 ECM pod. This is such a crazy 'Flash Gordon' looking item with fins and sticky-cut

aerials all over the place, that it was calling out to be used. The whole thing is then given two good coats of Humbrol matt varnish before the final job: the cockpit canopy.

During the paint process I had used the spare single-piece transparency to protect the cockpit interior. This was removed and the two-piece open items fitted in place. These transparent parts need a fair bit of work with the addition of the etched brass items in the Cutting Edge set. These are a little on the clumsy side but do work quite well, making the whole thing look much more realistic. It helps that the kit parts are very nicely formed with good raised detail done in my favourite 'frosted' style. A little bit more painting, to do the sealing strips around the framework, was all that was needed to finish them off and with everything in place it's time to take stock. ■



Typical of Cold War era Russian fighters, basically a huge engine in a tube!

FINAL VERDICT

■ I said at the start that this kit is a bit 'old school' and that's exactly how it felt all the way through. This is in no way state-of-the-art but if you are ready for that, then what's the problem? It builds reasonably easily into a very impressive looking model. You get plenty of plastic for your money and the subject matter is tremendous. Bad points are definitely the decals, even if they do work quite well and have millions of stencils; they are still so badly out of register that an aftermarket set is the only sane option. The addition of the lovely Cutting Edge resin set is a good start to updating the kit but it needs more to get anywhere near the best out of this Kopro offering. The main failings are the undercarriage, the outer wings and the rather basic jet pipe. Having said all that, I enjoyed building this one and can recommend this kind of thing as a rewarding break from the usual. With the base kit and a full set of updates you could make something quite spectacular. Special thanks to Marek Vareka at Kopro for his help.

Was it worth the effort?

Yep. The finished result is all that counts and I like it.



The splashes of colour on the tanks and tail contrast nicely and make the subject all the more appealing

new releases - kits

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

PREVIEW



Junkers Ju 88A-4

Scale: 1:72 / Hasegawa, Japan / Materials: IM / Kit No.: E25 / Availability: Amerang Ltd (UK Importer) and Hasegawa stockists worldwide / Price Guide: £19.99

As soon as you open the box and are confronted by a mass of small sprues you know Hasegawa intend getting a lot from this set of moulds! The fuselage truncated just aft of the cockpit, the separate vertical fin and wingtips all hint at later versions of the Ju 88 as well as the Ju 188 series. The clear sprue has both the single and twin machine-gun armed rear canopy section, and the fact that the leading edges of the wings have inserts to take the engines also proves that other powerplants are going to be produced as well. The breakdown of the undercarriage area will be familiar to any of you who have built the Dragon 1:48 Ju 88 series, and in A-4 form there is a nice set of underwing racks and bombs. The kit comprises 22 clear and 140 grey-coloured plastic components plus four poly caps. Three decal options are included: 9K+DS of 8./KG51 (Russia); A6+HH of 1./KG30 flown by Oblt Werner Baumbach (Norway); M2+AK of 2./KG106.

Verdict: Yes, it is not cheap, but weigh this against the quality of the mouldings, the excellent details and the fact that this is a Hasegawa product after all, and you just know that if you are a Luftwaffe fan working in 1:72 you won't be having just the one of these! Let's hope others in the series, plus the Ju 188, are not long in arriving. Our thanks to Hasegawa Corporation for the review sample.

DIMENSIONS - 1:48

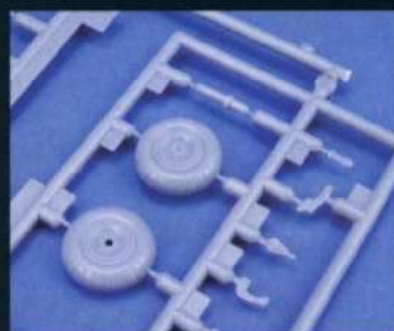
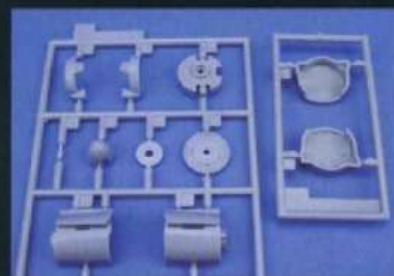
Span - 65ft 10 1/2in (20.00m)
Length - 47ft 2 2/3in (14.40m)
Height - 15ft 11in (4.85m)

DIMENSIONS - 1:72

Span - 277.8mm
Length - 200mm
Height - 67.4mm

REFERENCES - OUR PICK OF THE BUNCH!

- Cutaway Aircraft of World War Two [Ju 88A-4] (Argus Books 1999, ISBN:0-85242-993-2)
- Junkers Ju 88, Aero Detail No.20 (Art Box Co 1998)
- Junkers Ju 88 and its variants in WWII by H. Erfurth (Schiefer ISBN: 0-7643-1673-7)
- Junkers Ju 88 In Action Part 1, No. 85 (Squadron/Signal Publications, 1991)
- Junkers Ju 88 In Action Part 2, No. 113 (Squadron/Signal Publications, 1991)
- Ju 88 Monografie Lotnicze No.4 (AJ Press)



Westland Wyvern S.4 (Late Version) **PREVIEW**

Scale: 1:48 / **Trumpeter, China** /
Materials: IM, PE / **Kit No.:** 02820 /
Availability: Pocketbond Ltd (UK Importer)
 and Trumpeter stockists worldwide / **Price**
Guide: £24.99

The arrival of this kit was a bit of a surprise, because although it was known to be due for release, the actual date was never confirmed. It is another excellent example of Trumpeter's ever-upwards move through the kit manufacturing world, because with it they have made another step forward in the quality of production. The kit consists of 214 grey and 9 clear plastic parts, plus six photo-etched pieces, an acetate film for the instrument panel and a metal rod for the propeller shaft. The reason for this latter item is that the propeller contains a very clever set of drive wheels that will result in the prop contra-rotating when one set of blades is moved! Trumpeter have listened as well, as there is no clear plastic+acetate+plastic instrument panel, this time it is photo-etched and acetate over plastic (far more realistic) and the wheels are no longer rubber, they are standard plastic. The kit includes RATO bottles, torpedo, fuel tank, 60lb two-tier rockets and 1,000lb bombs and you can drop the flaps, fold the wings and the wingtips. Three colour options are included: WN325 of No.830 NAS off HMS Eagle during the Suez Crisis in 1956; WN335 of No.831 NAS off HMS Ark Royal in 1957; WL879 of No.813 NAS off HMS Eagle in 1958.

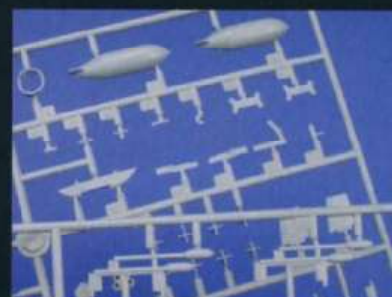
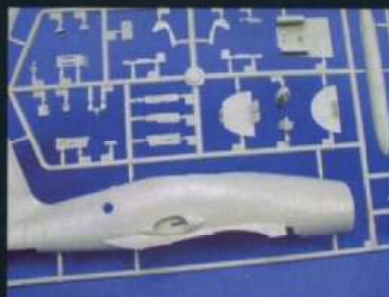
Verdict: This is an excellent kit and one all FAA fans will rightly want to own. If you use John McIlmurray's excellent build of the 1:72 in Issue 1 as a guide to some of the problems and errors in that kit, this will help you better understand this larger version and correct a few of its errors as well. Our thanks to Pocketbond Ltd. for the review sample.

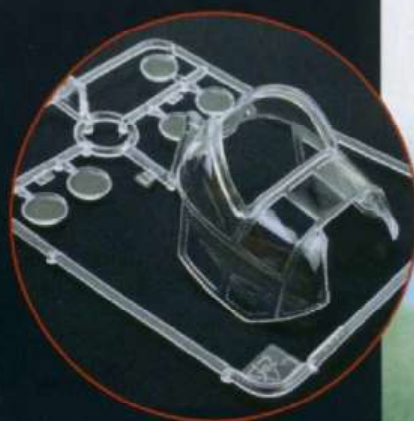
DIMENSIONS

Span - 44ft 0in (13.41m)
 Length - 42ft 3in (12.81m)
 Height - 15ft 9in (4.82m)
 Dimensions - 1:48
 Span - 279.4mm
 Length - 266.9mm
 Height - 92.1mm

REFERENCES

- International Air Power Review, Volume 9, Summer 2003 (Airtime Publishing 2003)
- From the Cockpit, Westland Wyvern (Ad Hoc Publications 2006)
- Model Airplane International Vol 1 Iss 1 August 2005
- 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)



Key: **IM** (Injection-moulded Plastic), **PE** (Photo-etched Brass), **VF** (Vac-formed Plastic), **WM** (White-metal)**PREVIEW****ACH-47A Armed Chinook™**

No 2647

1:48

Highly detailed interior - Figure not included

**Boeing-Vertol ACH-47A Armed Chinook**

Scale: 1:48 / **Italeri, Italy** / **Materials:** IM / **Kit No.:** 2647 / **Availability:** The Hobby Company Ltd (UK Importer) and Italeri stockists worldwide / **Price Guide:** £27.99

Initially I don't think many people registered that Italeri was doing the Chinook in 1:48, most thinking about their 1:72 range, but this little beauty is all new! Moulded in typical Italeri fashion, so you get the basics, nice and clean, the kit feature 177 parts moulded in an olive green colour and seven clear parts, the latter being extremely nice. The interior builds up as a separate unit that later inserts into the fuselage halves, and in so doing Italeri have placed all unsightly ejector pin marks out of sight on faces that will be hidden from view once assembled. Cargo floor detail is very good and the main bulkhead wall includes some impressive moulded detail. The M2 machine guns and M24 cannon are well moulded and the separate insert in the aft vertical fin is a giveaway

that Italeri intend making some more CH-47s from this tooling! Decals are included for three options: 1st Aviation Detachment, 20/20 ARA operating in Vietnam in 1967 (two options); US Army Aviation, Aberdeen Proving Ground in 1966. All are in a standard Olive Drab scheme.

Verdict: *Italeri are really getting to grips with producing some serious quality kits nowadays and this new Chinook is no exception. It epitomises their qualities: good mouldings, with all the basic detail and a few 'extras', coupled with the fact that you know you will be able to build it straight from the box. If only everyone's kits were like this! Our thanks to The Hobby Company Ltd. for the review sample.*

DIMENSIONS

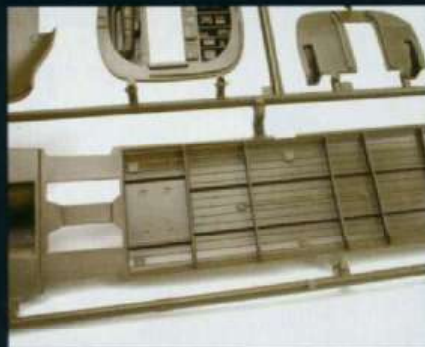
Main Rotor Dia. - 60ft
(18.29m)
Fuselage Length - 99ft
(30.17m)
Height - 18ft 8in (5.68m)

DIMENSIONS - 1:48

Main Rotor Dia. - 381mm
Fuselage Length -
628.5mm
Height - 118.3mm

REFERENCES

- Boeing Helicopters CH-47 Chinook by D. Anderson & J. Miller, Aerofax Minigraph No.27 (Aerofax Inc., 1989)
- CH-47 Chinook In Action No.91 (Squadron/Signal Publications)
- Replic No.144 (August 2003)
- Scale Aircraft Modelling (November 1978 & January 1988)
- World Air Power Journal Vol.38



new releases - kits

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

Hawker Hunter F Mk 6

Scale 1:32 / Revell AG, Germany /
Materials: IM / Kit No.: 04727 /
Availability: Revell AG [UK Branch]
(UK Distribution) and Revell stockists
worldwide / Price Guide: £24.99



- Revised tooling from FGA.9 (#04703) released in 1998
- Comprises 165 light grey-coloured and nine clear plastic parts
- Colour options are included for five machines: XG239, No.92 Sqn, RAF Middleton St. George detached to Malta, January 1958; XF387, No.56 Sqn, RAF Waterbeach, 1960; N-286, No.324 Sqn, RNethAF, Leeuwarden, 1959-1964; N-249, No.325 Sqn RNethAF, Soesterberg, 1959; IFI26, No.22 Sqn, BAF, Bierset, 1960. All colours are listed via odd Revell paint colours mixed, but they are all Medium Sea Grey and Dark Green over aluminium.

Verdict: This was the one everyone shouted about when the FGA.9 came out, so hopefully everyone is feeling a lot happier now. The Hunter certainly looks good in 1:32 and we can most highly recommend this new kit to all RAF fast jet fans. Our thanks to Revell AG (UK Branch) for the review sample.

Dimensions

Span - 33ft 8in (10.26m)
Length - 45ft 10 1/2in (13.983m)
Height - 13ft 2in (4.013m)

Dimensions - 1:32

Span - 320.6mm
Length - 436.9mm
Height - 125.4mm

References

Hawker Hunter by F.K. Mason (PSL)
Hawker Hunter, Warpaint No.8 by Alan W. Hall (Hall Park Books 1997)
Hawker Hunter F Mk 6/6A by M. Ovcakic & K. Susa, Mark I Guide (4+ Publications 2005 ISBN: 80-86637-02-6)
Hawker Hunter F Mk 6/T Mk 7, Aeroguide No.9 (Linewrights)
Hunter In Action No.121 (Squadron/Signal Publications)
Modelair International No.13 (1985)
Replic No.75 (November 1997), 85 (September 1998) & No.170 (October 2005)
Scale Aircraft Modelling (Vol.2 No.4 January 1980, August 1981 & February 1984)

MiG-21bis

Scale 1:72 / Zvezda, Russia / Materials: IM / Kit No.: 7259 / Availability: The Hobby Company Ltd (UK Importer) and Zvezda stockists worldwide / Price Guide: £7.99

- Based on their previous MiG-21 kit, this version is 80% retooled
- Comprises 112 grey-coloured plastic parts with 2 clear and a two-part (clear) display stand
- Colour options are included for three machines: 'Blue 21' of the Russian Air Force; MG-125 of the Finnish Air Force; 'Red 9494' of the Polish Air Force. None of these are identified in any other way on the instructions.

Verdict: This is certainly a better MiG-21bis than the ICM version released last year and it has certainly got a lot of parts. The overall quality is more akin to a product of 10-15 years ago, with ejector pin marks in annoying locations, but with that said it has very fine recessed detail and will probably build up quite well with care. Recommended to all Russian aviation fans, and our thanks to Zvezda for the review sample.

Dimensions

Span - 23ft (7.154m)
Length - 45ft 2in (14.10m)
Height - 13ft 2in (4.10m)

Dimensions - 1:72

Span - 99.4mm
Length - 195.8mm
Height - 56.9mm

References

Aerofax - MiG-21 by Y. Gordon & B. Gunston (Midland Counties Publishing Ltd, 1996)
MiG-21 (4+ Publications, 1991)
MiG-21 In Action No.131 (Squadron/Signal)
MiG-21 Fishbed Part I, by H-H Stapfer, Walk Around No.37 (Squadron/Signal Publications 2005)
MiG-21 Fishbed Part 2 by H-H Stapfer, Walk Around No.39 (Squadron/Signal Publications 2005)
MiG-21bis 'Fishbed L/N', Pod Lupa [In Detail] No.12 by P. Skulski (Ace Publications 2000)

Pfalz E.I

Scale 1:48 / Gavia, Czech Republic / Materials: IM, PE
Kit No.: 014/0606 / Availability: Hannants & LSA Models (UK Distribution) and Gavia stockists worldwide / Price Guide: £18.95

- Based on their licence production of the Morane-Saulnier Type H and L in 1914, Pfalz developed this, their first armed aircraft.
- New tooling, produced by Eduard
- Comprises 60 tan-coloured plastic parts with 60 photo-etched parts on a large fret.
- Colour options are included for four machines: S/Nos 205/15, 479/15, 458/15 and 215/15, none of which are identified in any other way.



Verdict: Definitely one that all WWI modellers working to 1:48 will want to add to their collection. The quality is very high and the manner in which it has been produced means that this is a kit that can be recommended to all, as long as you are OK working with photo-etched. Our thanks to Eduard M.A. for the review sample.

Dimensions

Span - 9.26m
Length - 6.30m
Height - 2.55m

Dimensions - 1:48

Span - 192.9mm
Length - 131.3mm
Height - 53.1mm

References

German Aircraft of the First World War (Putnam)
Pfalz E.I - E.VI by P.M. Grosz, Windsock Datafile No.59 (Albatros Productions)
Pfalz Scout Aces of World War I by Grey Van Wyngarden, Aircraft of the Aces (Osprey Publishing 2006, ISBN: 1-8417-6998-3)



new releases - kits

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

Polikarpov I-16 Type 24

Scale 1:48 / Eduard M.A. Czech Republic / Materials: IM, PE / Kit No.: 8149 / Availability: Hannants & LSA Models (UK Distribution) and Eduard stockists worldwide / Price Guide: £15.50

- The I-16 Type 24 was produced in two forms: Initial Series, similar to Type 18 but the wing mounted guns were removed and replaced with ShVak 20mm cannon; Main Series, M 63 powered, with reinforced windscreen, wooden fuselage, metal wings, two 7.62mm ShKas machine guns in the fuselage and two 20mm ShVak cannon. Also had provision to carry six 82mm RS-82 unguided rockets under the wings. There was also the SPB, which was basically a Type 24 without cannon armament adapted for dive-bombing
- Revised tooling (new fuselage & wings)
- Comprises 85 tan-coloured and two clear plastic parts plus 27 photo-etched (some of which are pre-painted) components and a set of paint masks
- There are four colour options: 'White 11' flown by Boris F. Safonov of the 72nd SAP, Northern Fleet in the Summer of 1941; 'Red 21' flown by Gen. Tsokolajev of the 4th GIAP, Baltic Fleet based on Lake Ladoga in April 1942; 'White 27' flown by Lt Krichevskiy of the 254th IAP based on the Leningrad Front in 1942; 'White 3' flown by Lev. L. Shestakov of the 69th IAP, Odessa, Summer of 1941. These are in a mix of schemes, with the first, third and fourth all green over light blue, albeit that the green of the first option is shown as being far lighter than the others in the instructions(?), and the third option is grey over light blue.

Verdict: Eduard's little Rata is a gem, see Andy's build of the Type 10 in the October edition (Issue 15). This new one has all the same qualities as the first kit and can therefore be highly recommended to all VVS fans. Our thanks to Eduard M.A. for supplying the review sample.

Dimensions

Span - 29ft 6 1/2in (9.00m)
Length - 20ft 3/4in (6.11m)
Height - 8ft 5in (2.565m)

Dimensions - 1:48

Span - 187.5mm
Length - 127.3mm
Height - 53.4mm

References

Aircraft Archive - Classics of World War Two (Argus Books 1989 ISBN:0-85242-985-1)
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 W. Liss, Profile No.122 (Profile Publications 1966)
Polikarpov I-16 by P. Lanneau, J-A Cerda, S. Soulard & G. Duranthe (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)

**Kawaski Ki-10-II**

Scale 1:72 / ICM, Ukraine / Materials: IM / Kit No.: 72311 / Availability: The Hobby Company Ltd (UK Importer) and Zvezda stockists worldwide / Price Guide: £7.99

- New tooling
- Comprises 34 dark grey-coloured plastic parts with an acetate film for the windscreen
- Colour options are included for two machines: Ki-10-II flown by Capt. Tateo Kato of the 64th Sentai, China, 1938; Ki-10-II of the 77th Sentai, China, 1938. Both are given as being in an overall pale green colour.

Verdict: In many ways this kit looks like the work of someone else? The mouldings are not sharp, they feature some flash already and just don't have the 'feel' of a modern product. That said this is the only option for the Ki-10 in this scale, unless you want to build it in resin or as a limited-run kit, so if you put aside the quality aspects it is certainly worth considering. Recommended to all early Japanese aviation fans with some experience building more demanding kits, and our thanks to The Hobby Company Ltd for the review sample.

Dimensions

Span - 10.16m
Length - 7.80m

Dimensions 1:72

Span - 141.1mm
Length - 108.3mm

References

Japanese Aircraft of the Pacific War by R.J. Francillon (Putnam, 1970)

**Aeronautica Lombarda AR**

Scale 1:48 / Lumir Vesley, Czech Republic / Materials: R, PE, VF
Kit No.: N/K / Availability: Manufacturer (Worldwide) / Price Guide: £TBA

- The AR (Assalto Radioguidato) series was a radio-controlled flying bomb, the pilot baling out after take-off and final approach to the target (mainly shipping) done by remote-control from an accompanying aircraft (Macchi C.202s). One two were completed, and four were in the process of being built when the Italian forces surrendered, and they were never used operationally.

- New tooling
- Comprises 32 resin, one vacformed clear plastic and three white-metal components
- You just get a generic colour scheme, with national insignia and white crosses for the rudder.

Verdict: A rather unusual subject, but interesting nonetheless; the resin components are basic but of good quality and the inclusion of metal undercarriage is probably a good idea for a resin kit of this size! Certainly one we can recommend to all Italian AF fans, and our thanks to Lumir Vesley for the review sample.

References

Letectvi & Kosmonautika
1991 No.9



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

Spitfire Mk Vb, Bf 109G-10 & MiG-3

Scale 1:72 / **Hobby Boss, China** / **Materials:** IM / **Kit No.:** 80212, 80227 & 80229 / **Availability:** Creative Models Ltd (UK Importer) and Hobby Boss stockists worldwide / **Price Guide:** £3.99 Each

Over the years we have seen attempts by the mainstream manufacturers to make modelling more accessible. Most of these centred on modifying existing (and usually old) kits as 'snap-together' version, none of which were ever very good. Hobby Boss, a new name from China, has reinvented the wheel with their kits though, because as soon as you open the box you realise that this is 'plastic imitates resin'. Basically Hobby Boss has made brand new toolings, but instead of going the usual construction kit route, they have rethought the whole process, with the wings and fuselage as solid mouldings. The latter includes the cockpit interior and OK, so there is no cut underneath the instrument panel, but it is still a lot better than a 30+ year old Airfix or Frog offering as far as cockpit detail goes. The wing to fuselage joint literally snaps together, a superb bit of tool making. Some of the other airframe parts come as inserts, all of which snap into place and the rest of the components are standard for any injected kit, with excellent detail even on the inside of things like the undercarriage doors. Each of the kits seen here come with two styles of canopy; one closed and one open - very impressive. The Spitfire is

somewhat lacking in this area though, as both sets of canopies are a bit too wide for the fuselage (as can be seen in the box top images). Surprisingly each kit has waterslide decals, and this may put off complete novices, it would have been better if both waterslide and self-adhesive had been included as many of these will be built, not painted and markings that could be stuck on would have been more appealing.

Verdict: Overall the models look good, the MiG-3 is probably the most accurate kit in this scale to date and the Bf 109G-10 comes with two wings: one with the narrow bulges over the wheel wells and the other with the wide ones! The Spitfire is let down by the canopy (use an old Airfix one instead), which is a shame as we think they are actually very impressive otherwise. Hobby Boss have set a trend here and at last approached modelling in a manner that may well encourage a number of people to join our hobby. Our thanks to the UK distributor of Hobby Boss, Creative Models, for supplying the review samples.



As you can see, the injected parts in this range are crisp and free from any signs of shrinkage, regardless of the main parts being 'solid'



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



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



AC12101 1/32
F-16CG/CJ Block
40/50 Fighting
Falcon \$ 81.70



ED8131 1/48 Fokker
D.VII (OAW)
\$ 29.95



AMI480200 1/48
SB2U-1 Dive
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TP2235 1/32
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Buffalo
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TP2814 1/48
Focke Wulf
Fw.200C-4 Condor
\$ 79.95



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



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

new releases - accessories

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

ExtraTech, Czech Republic/ Available from Illona Müllerová Plastikové Modely (Worldwide)

Here are some of the most recent photo-etched detail sets from this well known Czech manufacturer



Verdict: ExtraTech produce some excellent little sets, rarely as extensive as Part, but nonetheless always well worth seeking out. The airliner stuff in 1:144 is inspired, as the medium is ideal for the scale and allows you to overcome much of the clumsiness of plastic in that scale. Our thanks to ExtraTech for the review samples and all enquiries should be made with Illona Müllerová Plastikové Modely, their exclusive worldwide distributor.

1:144 EX14408

Boeing 737-800

In this set you get interior detail for both the main and nose wheel bays, replacement fans for the engines, windscreen wipers, air deflectors for the inner faces of the engine cowlings, new nose and main wheel doors and retraction linkage for the main oleos.

Designed for: Revell kit

Material: PE

Price Guide: ETBA

1:144 EX14409

Fokker 100

In this set you get replacement nose wheel doors and wheel hubs, engine fans, windscreen wipers, various blade antenna, engine thrust cans and exhausts, main undercarriage doors and wheel hubs and downward identification lights.

Designed for: Revell kit

Material: PE

Price Guide: ETBA

1:72 EX72157

Tupolev Tu-160 Blackjack

This two-fret set offers all the static discharge wicks for the wing, tail and rudder, pitots, engine intake louvres, undercarriage door linkage, oleo brake lines and oleo-mounted landing lights.

Designed for: Trumpeter kit

Material: PE

Price Guide: ETBA

AIMS, UK / Available from the manufacturer

AIMS have recently produced a couple of new photo-etched detail sets, so here is what they have on offer

1:72 PE72003

Dornier Do 24T Exterior Set

This set comprises 116 parts and these include the control linkage, tie-down eyelets, ring and bead sights, strengthening ribs, EZ6 direction finder loop, engine access ladder/platform (for use with Goffy engine set #7226) and a complete beaching trolley so you have a way of displaying your completed model other than on a sea base

Designed for: Italeri kit

Material: PE

Price Guide: £18.00 as a set with PE72004 only (+P&P)

1:72 PE72004

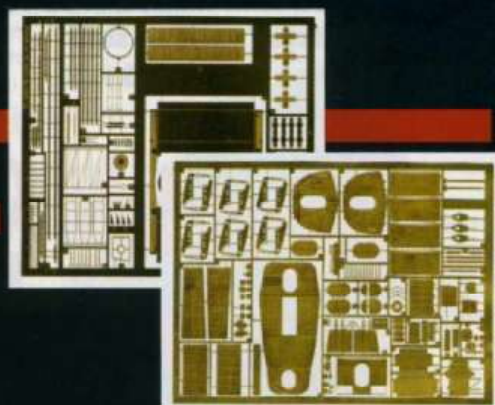
Dornier Do 24T Interior Set

This set comprises 122 parts and offers details for both the cockpit area and the mid-fuselage cargo bay. Each is detailed with new sidewalls, access doors, bulkheads and floorplates or ribs. Further details in the cockpit include all the various equipment and the set is completed with the access 'porthole' for the starboard upper decking and the cargo hatch in the port side. The manufacturer points out all the modifications required to the kit to correct the various errors with porthole and access hatch location.

Designed for: Italeri kit

Material: PE

Price Guide: £8.00 (+P&P)



Verdict: These are both well thought out and produced sets that will extensively enhance the old Italeri kit, as well as correct many of the errors with it. As you see set PE72003 is only sold as a set with PE72004, while the latter is available on its own and postage on the set for the UK is £1 (£0.70 just for PE72004), while overseas it is £2.00 (£1.50 for PE72004) and payment can be made via PayPal. Our thanks to AIMS for the review samples.

Available from: Manufacturer

(j_s_mcllurray@talk21.com)

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

More lovely goodies from Aires this month, so let's get on with reviewing them.



1:32 2046
ESCAPAC IG-2 Ejection Seat

This seat, which is suitable for the A-7D, is cast as one piece with eight smaller resin parts separate, and the harness, buckles and handles all as photo-etched.

Designed for: Trumpeter kit

Material: R

Price Guide: £7.25



1:72 7154
D.H. Mosquito Wheels & Paint Masks

These replacement wheels feature five-spoke hubs and have the diamond tread pattern on the tyres. Also included are die-cut vinyl masks to ease painting them.

Designed for: Tamiya kits

Material: R

Price Guide: £2.30



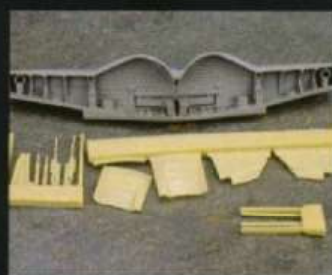
1:48 4306
Junkers Ju 87B Gun Bay

This set offers the machine gun bays for each wing along with a new access door and muzzle brake in resin, and access panel surround, door pull-ring and retaining straps all in photo-etched.

Designed for: Hasegawa kit

Material: R

Price Guide: £5.40



1:48 4302
Focke-Wulf Fw 190A-3 Wheel Bay

As well as a whole new wheel bay insert, this set has the cannon barrels, support framework, retraction jacks and inner doors, all as separate replacement components.

Designed for: Tamiya kit

Material: R

Price Guide: £4.50



1:32 2054
LTV A-7E Corsair Cockpit Set

This complete cockpit update is for the late series A-7E and includes the 'tub', 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. For the early version (#2050) see Issue 13 p61.

Designed for: Trumpeter kit

Material: R, PE

Price Guide: £16.70



1:72 7150
LTV F-8E Crusader Detail Set

This is one of Aires' 'big' (boxed) detail sets and it offers a complete new cockpit and seat, exhaust and afterburner ring, main and nosewheel bays, both cannon bays from each fuselage side, the inflight refuelling probe and two replacement intakes for the aft fuselage. Most of these have previously been available separately: cockpit (#7110), Exhaust (#7111) and Wheel Bays (#7112). See Nick's build of this kit with these sets in Issue 13

Designed for: Academy kit

Material: R, PE

Price Guide: £22.50



1:48 4304
RA-5C Vigilante Wheel Bays

These are simple replacement bays for the kit, with more detail. Four separate pieces offer parts that could not be cast as one with the main units, and the modeller will have to add lengths of wire as per the set's instructions.

Designed for: Trumpeter kit

Material: R

Price Guide: £7.25



1:48 4279
McDD/Boeing F/A-18F Cockpit Set

This new cockpit is made up of the two-seat 'tub', two new ejection seats, canopy sills, rear decking and instrument panels with coaming, all as resin. The rest of this set is photo-etched and includes seat belts, rudder pedals, canopy framework with rearview mirrors, instrument panel inserts and HUD frame.

Designed for: Hasegawa kit

Material: R, PE

Price Guide: £12.70

Verdict: All the above sets are excellent, that Super Hornet cockpit showing us all why we love Aires stuff. The combination of sets to make a 'detail set' does annoy some, we know, but you have to say that when these sets come along they are always worth the wait! This latest batch can be highly recommended to all, and our thanks to Aires for supplying the review samples.

Available from: www.aires.cz

new releases - accessories

Latest product information for Scale Aircraft Modellers *on with reviewing them...*

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

Yet more from this ever-expanding range this month...



1:72 OB72 008
P-47D Propeller Curtiss I3ft

This set of 'cuffed' blades and separate spinner also comes with a neat little block to ensure the unit is correctly assembled and aligned.

Designed for: Any P-47D kit

Material: R

Price Guide: £3.00



1:72 OB72 009
P-47D Propeller Hamilton-Standard

This 'uncuffed' replacement prop once again includes a separate hub and the alignment jig.

Designed for: Any P-47D kit

Material: R

Price Guide: £3.00



1:72 OB72 026
Boeing B-17F/G Engines

This nicely detailed set of engines has each with a moulded rear bulkhead to easily fit the intended kit. It may be possible.

Designed for: Hasegawa kit

Material: R

Price Guide: £5.50



1:72 OB72 020
N.A. P-51D Mustang Exhausts

These unshrouded exhausts replace those in the kit and are hollow to look more realistic.

Designed for: Tamiya kit

Material: R

Price Guide: £2.30



1:72 OB72 038
Messerschmitt Bf 109G-10 Air Intake & Tailwheel

Offered as direct replacement parts in the Revell kit this set has better detail on the tailwheel and the correct profile of the supercharger intake.

Designed for: Revell kit

Material: R

Price Guide: £4.25



1:72 OB72 040
Grumman F6F Hellcat Engine

This is a direct replacement for the kit parts, with a moulded rear bulkhead and all the ancillaries as separate parts.

Designed for: Academy kit

Material: R

Price Guide: £4.25



1:72 OB72 041
BAe Harrier GR Mk 5 Nose

Correcting this area in the Hasegawa kit, this new nose has the FLIR lens as a separate clear resin part.

Designed for: Hasegawa kit

Material: R

Price Guide: £3.00



1:72 OB72 042
Republic P-47D Engine

This replacement engine is cast with the rear bulkhead to fit in the fuselage/cowl and has all the ancillaries as separate pieces.

Designed for: Academy kit

Material: R

Price Guide: £4.25



1:48 OB48 050
N.A. T-28B Trojan Engine & Cowling

This replacement engine is moulded with the rear bulkhead and the cowling has its intake cast as a separate piece.

Designed for: Monogram kit

Material: R

Price Guide: £5.50



1:48 OB48 052
Douglas SBD-3 Dauntless Engine

This is another 'plug in' replacement engine, which in this instance has the bulkhead as a separate part.

Designed for: Hasegawa kit

Material: R

Price Guide: £5.50



1:48 OB48 051
Messerschmitt Bf 109G/K Pitot Tubes

Although tubing can make pitots, they don't easily have the ridge seen near the 'step' at the tip, well this simple set of replacement resin ones do, and are thus extremely useful.

Designed for: Any Bf 109G/K kit

Material: R

Price Guide: £2.25

Verdict: We have to say that the Quickboost series is one of the most useful, as it offers quick fixes to various accuracy and detail issues on a variety of kits and each is relatively inexpensive. They are the 'Zoom' equivalent of the resin accessory market nowadays and can be highly recommended to all. Our thanks to Quickboost for the review samples.

Available from: www.quickboost.net

Key: PE - Photo-etched metal (with or w/o acetate film) R - Resin 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...

EagleCals, United States (www.eagle-editions.com)

Available in the UK from: Hannants

1:48 EC#90 Fw 190s & Bf 109s of JG5300 Part 3

- Bf 109G-6, 'Yellow 10', flown by Oblt Gerhard Stamp of III./JG300 (RLM 22/74/75)
- Bf 109G-6, '<<<' flown by Hptm. Gerhard Stamp of Stab I./JG300 (RLM 74/75/76)
- Fw 190A-6, 'Green 3', flown by Hptm. F.K. Müller of Stab./JG300 (RLM 74/75/76)
- Fw 190A-6, 'Green 1', flown by Maj. Hajo Hermann of Stab./JG300 (RLM 74/75/76)

Colour Key: RLM 22 - Schwarz (Black), RLM 74 - Graugrün,

RLM 75 - Grauviolett, RLM 76 - Lichtblau

Designed for: Hasegawa (Bf 109) & Tamiya (Fw 190) kits

Price Guide: £7.50 (\$11.50)

1:48 EC#99 Fw 190A-8

- Fw 190A-8/R7, 'Black 8' of II./JG 3 (RLM 74/75/76)
- Fw 190A-8/R7, 'Black 13' flown by Werner Gerth of II./JG3 (RLM 74/75/76)
- Fw 190A-8/R2, 'White 7', flown by Hans Weik of IO./JG3 (RLM 74/75/76)
- Fw 190A-8/R2 '<<<', flown by Hptm. Willi Moritz of IV./JG3 (RLM 74/75/76)

Colour Key: RLM 74 - Graugrün, RLM 75 - Grauviolett, RLM 76 - Lichtblau

Designed for: Tamiya kit

Price Guide: £7.50 (\$11.50)

1:32 EC#91 Fw 190F-8

- Fw 190F-8, 'Black 3' of 5./SG2 (NM & RLM 74/75/76)
- Fw 190F-8, 'Yellow 5' of Luftflotte 4 (RLM 74/75/76)
- Fw 190F-8, 'Green 1' of III./SG10 (RLM 75/83/76)
- Fw 190F-8, '<<<' of Luftflotte 4 (RLM 74/75/76)

Colour Key: NM - Natural Metal, RLM 74 - Graugrün, RLM 75 - Grauviolett, RLM 76 - Lichtblau, RLM 83 - Dunkelgrün

Designed for: Hasegawa kit

Price Guide: £8.50 (\$11.50)

1:32 EC#92 Fw 190F-8

- Fw 190F-8, 'Yellow 2' of Luftflotte 4 (RLM 74/75/76)
- Fw 190F-8, 'Green 7' of Stab I./SG4 (RLM 74/75/76/83)
- Fw 190F-8, 'White 11' of I./SG4 (RLM 76/79/80)
- Fw 190F-8, 'Yellow 11' of Luftflotte 4 (RLM 75/76/83)

Colour Key: NM - Natural Metal, RLM 74 - Graugrün, RLM 75 - Grauviolett, RLM 76 - Lichtblau, RLM 79 - Sandgelb, RLM 80 - Grün, RLM 83 - Dunkelgrün

Designed for: Hasegawa kit

Price Guide: £8.50 (\$11.50)

1:32 EC#93 Fokker Dr.I

- S/No.426/17, flown by Otto Esswein of Jasta 26 from Erchin in May 1918 (B/W/SG)
- S/No.155/17, flown by Lt Eberhardt Mohnicke of Jast II based at Lechelle, France in March 1918 (R/LB/SG)
- S/No.497/17, flown by Lt August Raben of Jasta 18 based in France in June 1918 (R/W)



Colour Key: B - Black, W - White, SG - Streaked Green, LB - Light Blue, R - Red

Designed for: Roden kit

Price Guide: £8.50 (\$11.50)

1:32 EC#94 Fokker Dr.I

- S/No.503/17 flown by Lt Hans Körner of Jasta 19 based at Balatre, France in April 1918 (SG/W/Y/B/LB)
- S/No.425/17 flown by Rittmeister Manfred von Richthofen of JG 1 based at Lechelle, France in April 1918 (R)

Colour Key: SG - Streaked Green, W - White, Y - Yellow, B - Black, LB - Light Blue, R - Red

Designed for: Roden kit

Price Guide: £8.50 (\$11.50)

1:32 EC#95 Messerschmitt Me 262A-1a

- 'Yellow 3' of III./KG(J) 54 (RLM 76/83)
- 'Red 13', flown by Oblt Heinz Bär of III./EJG 2 (RLM 74/75/76 or 76/82/83 or 76/82/81?)
- 'Green 1', flown by Maj. Rudi Sinner of III./JG 7 (RLM 76/82/83 or 810)

Colour Key: RLM 74 - Graugrün, RLM 75 - Grauviolett, RLM 76 - Lichtblau, RLM 81 - Brunviolett, RLM 82 - Dunkelgrün, RLM 83 - Lichtgrün

Designed for: Trumpeter kit

Price Guide: £8.50 (\$11.50)

1:32 EC#96 Messerschmitt Me 262A-1a

- 'Yellow 5' of KG(J) 6 at Celle-Hamburg, Germany in May 1945 (RLM 76/81/82)
- 'Yellow 3' of JG7 at Koltze, Germany in April 1945 (RLM 76/81/82)
- 'Yellow 5' of JG7 in May 1945 (RLM 76/81/82)

Colour Key: RLM 76 - Lichtblau, RLM 81 - Brunviolett, RLM 82 - Dunkelgrün

Designed for: Trumpeter kit

Price Guide: £8.50 (\$11.50)

1:32 EC#97 Junkers Ju 87G

- Ju 87G-2, '<->' flown by Oberst Hans-Ulrich Rudel, Stab SG2, Lotzinden, Germany in May 1945 (RLM 65/70/71)
- Ju 87G-2, T6+NU of IO./SG2 (RLM 65/70/71)

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

Designed for: Hasegawa kit

Price Guide: £8.50 (\$11.50)

1:32 EC#98 Junkers Ju 87G

- Ju 87G-2, Luftflotte 4 at Pilsen, Czechoslovakia in 1945 (RLM 65/70/71)
- Ju 87G-1, T6+BB of I./SG2 (RLM 65/70/71)

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

Designed for: Hasegawa kit

Price Guide: £8.50 (\$11.50)

Verdict: Each of these sheets is superbly produced and printed, with extensive historical and colour notes. Some of the instructions include images of the specific subjects and each sheet has a set of stencils included. The entire EagleCal series is one that needs no hesitation to recommend most highly, and these new sheets are no exception. Our thanks to Eagle Editions for supplying the review samples.

BEST BUY 10/10

FOR: SEE REVIEWS

new releases - decals

Some more new sheets to catch your attention!

TwoBobs, USA (www.twobobs.net)

Available in the UK from: Hannants

I:72 72-053 Talon Tango #1

- T-38A, S/No.66-4281 of the 9th RW in September 2003 (B)
- T-38A, S/No.66-8139 of the 7th CTS, Holloman AFB in September 2003 (B)
- T-38A, S/No.66-7345 of the 509th BW in September 2003 (GG)
- T-38A, S/No.62-3632 of the 64th FWS, Nellis AFB in August 1975 (BG/LBG/NSIB)
- T-38A, S/No.661-3168 of the 64th FWS at Nellis AFB in August 1975 (PS/G/E)
- AT-38B, S/No.68-8138 of the 479th TTW based at Holloman AFB in March 1988 (ASB/NSIB/B)

Colour Key: B - Black, GG - Gunship Grey FS36118, BG - Blue/Grey FS35622, B - Blue FS35109, LBG - Light Blue/Grey FS35414, NSIB - Non-Specular Intermediate Blue FS35164, PS - Pale Stone FS35531, G - Green FS34258, E - Earth FS30118, ASB - Air Superiority Blue FS335450

Designed for: Sword kit**Price Guide:** £7.95**I:72 72-054 Talon Tango #2**

- T-38A, S/No.68-8158 of the USNTPS, NAS Patuxent River for their 50th anniversary in 1995 (W)
- T-38A, S/No.61-4856 of the USNTPS, NAS Patuxent River, 2003 (W)
- T-38A, S/No.66-8096 based at Edwards AFB in August 2003 (W)
- T-38A, S/No.66-8154 based at Edwards AFB in August 2003 (W)

Colour Key: W - White**Designed for:** Sword kit**Price Guide:** £7.95**I:72 72-055 Osan's Assam Draggins**

- OA-10A, S/No.79-183, 25th Fighter Squadron, Osan AFB, December 2005 (DCG/LCG)

- S/No.80-177, 'Miss Behaving Again', 25th Fighter Squadron, Osan AFB, December 2005 (DCG/LCG)

Colour Key: DCG - Dark Compass Grey FS36320, LCG - Light Compass Grey FS36375

Designed for: Italeri, Hasegawa, Revell kits**Price Guide:** £7.95**I:48 48-120 Feline Hornets VFA-131 Wildcats**

- F/A-18C, Bu/No.165217, CAG Bird [Blue tail], flown by Capt. Kenny Floyd of VFA-131 Wildcats in August 2003 (LCG/DCG)
- F/A-18C, Bu/No.165217, CAG Bird [Red tail], flown by Capt. Rob Field of VFA-131 Wildcats in September 2004 (LCG/DCG)

Colour Key: LCG - Light Compass Grey FS36375, DCG - Dark Compass Grey FS36320

Designed for: Hasegawa or Monogram kits**Price Guide:** £7.95**I:48 48-121 Osan's Assam Draggins**

- OA-10A, S/No.79-183, 25th Fighter Squadron, Osan AFB, December 2005 (DCG/LCG)
- S/No.80-177, 'Miss Behaving Again', 25th Fighter Squadron, Osan AFB, December 2005 (DCG/LCG)

Colour Key: DCG - Dark Compass Grey FS36320, LCG - Light Compass Grey FS36375

Designed for: Revell, Tamiya, AMT or Hobbycraft kits**Price Guide:** £7.95**I:48 48-122 Press To Test Raptors**

- S/No.99-14002 prototype, Edwards AFB, January 2006 (MG/DG/LCG)
- S/No.99-1006, Edwards AFB, June 2006 (MG/DG/LCG)



- S/No.00-0016, AWFC, Nellis AFB, June 2006 (MG/DG/LCG)
- Colour Key:** MG - Medium Grey FS36251, DG - Dark Grey FS36176, LCG - Light Compass Grey FS36375
- Designed for:** Italeri/Revell kit
- Price Guide:** £7.95

I:32 32-035 AMRAAM Anti-Radiation Missile

This sheet offers two complete sets of stencils for the AIM-120B & AIM-120C and four sets for the AGM-88.

I:32 32-036 Feline Hornets VFA-131 Wildcats

- F/A-18C, Bu/No.165217, CAG Bird [Red tail], flown by Capt. Rob Field of VFA-131 Wildcats in September 2004 (LCG/DCG)

Colour Key: LCG - Light Compass Grey FS36375, DCG - Dark Compass Grey FS36320

Designed for: Academy kit**Price Guide:** £7.95

Verdict: TwoBobs offer excellent sheets, with comprehensive colour instructions that usually also contain a good number of colour photos of the subjects. The decals themselves are printed by Microscale, so you are assured of their quality, and they can be most highly recommended to all. Our thanks to TwoBobs for the review samples.

BEST BUY 10/10

FOR: SEE REVIEW

Linden Hill Decals, United States (www.lindenhillimports.com)

Available in UK from: Hannants

I:72 LHD72014 Lipetsk Top Guns

- MiG-29 9-13, 'Red 29' (LG/GG)
- MiG-29 9-13, 'Red 32' (LG/GG)
- MiG-29, 'Red 03', of an unknown unit based in Kazakhstan in May 2003 (LGG/DGG/LB)
- MiG-29UB, 'Red 24', of an unknown unit based in Kazakhstan in May 2003 (LGG/DGG/LB)
- MiG-29 9-13, 'Red 30' (LGHG)
- MiG-29UB, 'Red 37' (LGHG)
- Su-24MR 'Red 52' (W/LGHG)
- Su-24M2 'Red 44' (W/LGHG)
- Su-24MR 'White 32' (W/LGHG)
- Su-27S 'Red 01' flown by Major General Karchevsky (LB)
- Su-27S, 'Yellow 25' of the 604th Air Defence Base, VVS of Kazakhstan, Taldyqorgan AB in March 2006 (MB/PB/BG)
- Su-27S 'Red 08' [This is the 'shark' machine done by Academy, but now with a shark on both sides of the fuselage] (LB)
- Su-27UB 'Red 61' (LB)
- Su-27UB 'Red 17', used to escort the soon-to-be President Putin to Chechnya in March 2000 (MB/PB/BG)
- Su-27UB 'Red 16' (MB/PB/BG)
- Su-27SM 'Red 02' (MB/PB/BG)
- Su-27SM 'Red 08' (MB/PB/BG)
- Su-25 'Red 73' (G/DB/LB)
- MiG-31 'Red 37' (LG)
- MiG-31 'Red 01' of the 610th Air Defence Base, VVS of Kazakhstan, Nurken Abdirov AB in 2005 (LG)

* Note that all unidentified machines are part of the 4. TsBPIPLS at Lipetsk AB.

Colour Key: LG - Light Grey (FS36373), GG - Grey/Green (FS34233), LGG - Light Grey/Green (FS34417), DGG - Dark Grey/Green (FS34226), LB - Light Blue (FS 35526), LGHG - Light Ghost Grey (FS36375), W - White, MB - Medium Blue, PB - Pale Blue, BG - Blue/Grey, G - Green (FS34097), DB - Dark Brown (FS30045)

Designed for: Airfix or Italeri (MiG-29), Hasegawa or Italeri (Su-27), Italeri/Zvezda (Su-24 & Su-25) & Zvezda/Revell (MiG-31)

Price Guide: \$24.99**LHD48009 L-39s of the New Great Game**

- L-39ZA, 'White 209' of the Bulgarian Air Force, 12th Training Air Base Kamenetz, 2004 (O/DG/LBG)
- L-39C, 'Red 8703' of the 910th Regiment, VPAF, Nha Trang AB, Vietnam, 2003 (O/DG/LBG)
- L-39C, 'Black 1709' of the Ethiopian Air Force based at Gambela in the 1980s (DS/K/LBG)
- L-39C, 'Red 0010' of the Republic of Afghanistan AF based at Mazari-Sharif in 1977 (W/LBG)
- L-39C, 'Red 003' of the 393rd Training Air Regiment, Democratic Republic of Afghanistan based at Mazari Sharif AB in 1979 (W/LBG)
- L-39C, 'Black 005' of the 393rd Training Air Regiment, Democratic Republic of Afghanistan based at Mazari Sharif AB in 1983 (O/DG/LBG)
- L-39C 'Blue 03' of the Azerbaijani Air Force based at Kurdamir in 2004 (O/DG/LBG)
- L-39C 'Blue 15' of the Uzbek Air Force based at Honobod in 2005 (O/DG/LBG)
- L-39C, 'Yellow 11' of the Air Force of the Chechen Republic of Ichkeria, based at Khankala North in December 1994 (O/DG/LBG)
- L-39C 'Red 01' of the 121st ShAE, Armenian Air Force, Gyumri AB in 2005 (RB/DG/DGR)
- L-39C 'Red 122' of the 783rd Training Centre, Russian Federation, early 1990s (NM)
- L-39C, 'Blue 04' of the 783rd Training Centre, Russian Federation (O/DG/LBG)
- L-39C, 'Blue 46' of the 783rd Training Centre, Russian Federation (O/DG/LBG)
- L-39C, 'White 59' of the Centre of the Demonstration of Air Technology, Kubinka AB, Russian Federation, 2002 (O/CG/LBG)
- L-39C, 'White 444' of the Centre of the Demonstration of Air Technology, Kubinka AB, Russian Federation, 2002 (O/CG/LBG)

Colour Key: O - Ochre (FS23440), DG - Dark Green (FS24087), LBG - Light Blue/Grey (FS26375), DS - Desert Sand, K - Khaki, W - White, RB - Red/Brown, G - Green, DGR - Dark Green, NM - Natural Metal

Designed for: MPM kit**Price Guide:** \$19.99**I:48 LHD48015 L-39 Complete Russian Stencil Data**

As the title suggests, this sheet offers a complete set of stencils for the L-39 that have been fully researched in Russia, so they are suitable for any Soviet/Russian/CIS of client/satellite states that have acquired L-39s from ex-Soviet stocks. The sheets of stencils are suitable for both camouflage and 'training' schemes.

Designed for: MPM kit**Price Guide:** \$7.99

Verdict: Linden Hill make excellent sheets, which as you can see here, are packed with options. The instructions are in full colour with lots of notes and other data and the decals themselves are of the highest standard with perfect register and colour density. They can certainly be most highly recommended to all and our thanks to Linden Hill for the review samples.

BEST BUY 10/10

FOR: SEE REVIEW



AeroMaster, USA (www.aeromaster.com)

Available in UK from: Hannants

I:48 48-711 SAAF Sabres

- F-86F-30, '611', 'Danny Boy' flown by Lt John Koekemoer, No.2 Sqn SAAF, K58 Osan AB, Korea, 1953 (NM)
 - Sabre F Mk G, 'P', '382' No.1 Sqn SAAF during the early 1960s (NM)
 - F-86F-30, '606', 'Tomtit' of No.2 Sqn SAAF, K55 Osan AB, Korea, 1953 (NM)
 - F-86F-30, '616' of No.2 Sqn SAAF, K55 Osan AB, Korea, 1953 with a complete replacement rear fuselage form as USAF machine [S/No.52-4368] (NM)
- Colour Key:** NM - Natural Metal
Designed for: Hasegawa kit
Price Guide: £8.50

I:48 48-787 Thunderbolts Part I

- S/No.42-8447, HO-S, 'Queen City Mama', flown by Capt D.K. Dilling of the 487th FS, 352nd FG (OD/NG)
 - S/No.44-21071, H5-W, 'Just Bess', flown by Lt Arnold Abel of the 392nd FS (NM)
 - S/No.42-75676, YJ-K, 'Jenny M', flown by Lt Laake of the 351st FS, 353rd FG (OD/MG)
- Colour Key:** NM - Natural Metal, OD - Olive Drab, R - Red [Nose], MG - Medium Grey
Designed for: Hasegawa or Tamiya kits
Price Guide: £8.95

I:48 48-788 The 56th FG in WWII Part XI

- S/No. 42-22744, HV-I, 'El Shaf-Toe' of the 61st FS, 56th FG (OD/NG)
 - S/No. 42-75508, HV-S, 'Pistol Packin Mama/Cotton Chopper', flown by Lt E. Barnum of the 61st FS (OD/NG)
 - S/No. 44-19790, LM-J, 'Teddy', flown by Capt M. Jackson of the 62nd FS (MSG/DG/NM)
- Colour Key:** NM - Natural Metal, OD - Olive Drab, NG - Neutral Grey, MSG - Medium Sea Grey, DG - Dark Green
Designed for: Hasegawa or Tamiya kits
Price Guide: £6.50

I:48 48-789 Thunderbolts Part 2

- 42-226624, WA-J, 'Old Smoother', flown by Lt H. Boyle of the 84th FS, 78th FG (NM)
 - 44-21055, G9-E, 'Look No Hands' of the 509th FS, 405th FG (NM)
 - 42-22535, PI-N, 'Kathleen Ann', flown by Lt R. Withers of the 360th FS, 356th FG (OD/NG)
 - 41-6400, QP-O, flown by Lt V. Boehle of the 334th FS, 4th FG (OD/NM)
- Colour Key:** NM - Natural Metal, OD - Olive Drab, NG - Neutral Grey
Designed for: Hasegawa or Tamiya kits
Price Guide: £6.50

Mike Grant Decals, Canada (www.mikegrantdecals.com)

Available from: Manufacturer

- I:48 MG48046 B-24J & B-24H Liberator
 - B-24J, S/No.44-42489, Red Raiders' of the 408th BS, 22nd BG, 5th AF based in Australia (NM)
 - B-24H-15-FQ, S/No. 42-52534, 'Witchcraft' of the 790th BS, 467th BG, 8th AF based at Rackheath (OD/NG)
- Colour Key:** NM - Natural Metal, OD - Olive Drab, NG - Neutral Grey
Designed for: Monogram kit (+Cutting Edge conversion)
Price Guide: \$15.00

I:48 MG48047 SH-60B/F Sea Hawk

- SH-60B, BuNo.162329 of HSL-41 'Seahawks' (LCG/DCG/LG)
 - SH-60F, BuNo.164460 of HS-14 'Chargers' (LCG/DCG/LG)
 - SH-60B, BuNo.162109 of HSL-49 'Scorpions' (LCG/DCG/LG)
- Colour Key:** LCG - Light Compass Grey (FS36375), DCG - Dark Compass Grey (FS36320), LG - Light Grey (FS36495)
Designed for: Italeri kit
Price Guide: \$12.50

I:48 48-790 F-100D Super Sabre Part VII

- S/No.55-3640, FW-640 of the 8th TFW based at Itazuke AB, Japan in the early to mid-1960s (NM)
 - S/No. 55-2879, FEW-879 flown by the Commander of the 531st TFS, 21st TFW based at Misawa AB, Japan in 1962 (NM)
- Colour Key:** NM - Natural Metal
Designed for: Monogram kit
Price Guide: £7.25

I:48 48-791 F-100D Super Sabre Part VIII

- S/No.55-3688, FW-668 of the 55th TFS, 20th TFW based at RAF Wethersfield in 1958 (NM)
 - S/No.56-3020, FW-020 of the 390th FBW, 366th FBW based at England AFB, Louisiana in 1957 (NM)
- Colour Key:** NM - Natural Metal
Designed for: Monogram kit
Price Guide: £7.25

I:48 48-792 Tomcats Supreme Part I

- F-14D, BuNo.159630 of VF-2 on USS Constellation in 1996 (LGG/W)
 - F-14B, BuNo.163610 of VF-103 'Jolly Rogers' on USS Dwight D Eisenhower as photographed at NAS Key West (DGG)
 - F-14B, BuNo.163224 of VF-102 'Jolly Rogers' on USS Enterprise with Father Christmas marking on vertical fin (DGG)
- Colour Key:** LGG - Light Gull Grey, W - White, DGG - Dark Gull Grey
Designed for: Hasegawa kit
Price Guide: £8.50

I:48 48-793 Tomcats Supreme Part 2

- F-14A, BuNo.160656 of VF-111 'Sundowners' on USS Carl Vinson (LGG)
 - F-14A, BuNo.162702 of VF-84 'Jolly Rogers' on USS Independence in October 1989 (LGG)
 - F-14A, BuNo.161621 of VF-154 'Black Knights' (DGG)
- Colour Key:** LGG - Light Gull Grey, DGG - Dark Gull Grey
Designed for: Hasegawa kit
Price Guide: £8.50

I:48 48-794 The Iwo Jima Mustangs Part I

- S/No.44-63984, 'Margaret IV', flown by Maj J. Tapp of the 78th FS, 15th FG (NM)
 - S/No.44-73823, 'My Achin Ass', flown by Maj H. Crim of the 531st FS, 21st FG (NM)
 - S/No.44-72607, 'Madam Wham Dam', flown by Maj H. Shipman of the 458th FS, 506th FG (NM)
 - S/No.44-72547, 'Tallahassie Lassie', flown by Maj T. de Barnette of the 462nd FS, 506th FG (NM)
- Colour Key:** NM - Natural Metal

Designed for: Tamiya kit
Price Guide: £8.95

I:48 48-795 The Iwo Jima Mustangs Part 2

- S/No.44-72518, 'Dinny B', flown by Lt Willie Willis of the 462nd FS, 506th FG (NM)
 - S/No.44-72557, 'Hel-eter/Lil-Toddie' shared by Lt John Winnen and Lt Phil Alston of the 457th FS, 506th FG (NM)
 - S/No.44-63973, 'Jeanne VIII', flown by Maj J. Hey of the 78th FS, 15th FG (NM)
- Colour Key:** NM - Natural Metal
Designed for: Tamiya kit
Price Guide: £8.95

I:48 48-796 The Iwo Jima Mustangs Part 3

- S/No.44-72558, 'The Boll Weevil', flown by Lt B. Commer of the 458th FS, 506th FG (NM)
 - S/No.44-72587, 'Hon Mistake', flown by James Bercaw
 - S/No.44-63483, 'Stinger VII', flown by Maj R. Moore of the 45th FS, 15th FG (NM)
 - S/No.44-72579, 'Delta Queen', flown by Capt J. Baker of the 458th FS, 506th FG (NM)
- Colour Key:** NM - Natural Metal
Designed for: Tamiya kit
Price Guide: £8.95

I:48 48-797 The Iwo Jima Mustangs Part 4

- S/No.44-63972, flown by Lt Sparks of the 47th FS, 15th FG (NM)
 - S/No.44-63781, 'Shrimp IV', flown by Capt. Betz of the 531st FS, 21st FG (NM)
 - S/No.44-63483, 'Stinger VII', flown by Capt. R.W. Moore (NM)
 - S/No.44-63451, 'Mary Alyce' flown by Lt Louwres of the 46th FS, 21st FG (NM)
- Colour Key:** NM - Natural Metal
Designed for: Tamiya kit
Price Guide: £8.95

Verdict: AeroMaster sheets are always to the highest quality, with clear instructions and decals that have perfect register and colour. Some of those sheets mentioned above have the nose art as laser-printed decals, to give far more accurate rendition of these aspects. Our thanks to AeroMaster for the review samples.

BEST BUY 10/10

FOR: SEE REVIEW

Verdict: These are excellent new sheets, both of which are silk-screen printed so that the carrier film is restricted to each image, as usual. They are both highly recommended and all items may be ordered directly from the manufacturer's web site. Our thanks to Mike Grant Decals for the review samples.

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FOR: SEE REVIEWS



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- 408-page, A4, hardback
- English



+ My goodness, when we first saw this title its sheer size made us wonder whether there is really that much on the Ju 388! The answer is yes, and what we have here is probably the most comprehensive book to date on the development, testing and production of Junker's last aircraft design. The narrative is very well laid out, with eleven main chapters that chart the concept of the Ju 388 series, through development of it in various roles (L, K, M & J versions), before looking at the engines developed for the type by BMW. The title then starts to look at the development, testing and planned production of the type, followed by its planned use in the high-altitude reconnaissance role. The title is concluded with a look at the potential planned production of the series in Japan and the tests of various airframes in the immediate post-war era by the Allies. Each section is packed full of period images, as well as diagrams and other images from the manuals etc.

Verdict: Stunning, you just can't use anything less to describe this title. The depth of coverage is just amazing, it leaves you in no doubt about any aspect of the Ju 388 series and it is most highly recommended to all Luftwaffe fans.

RATING 10/10

SUPPLIED BY: THANKS BUSHWOOD BOOKS



Mirage F1B/C/CT & Jaguar A & E

by C. Verdoux & T. Metz

Avia Editions

ISBN: 2-915030-11-1 & 2-915030-13-8

Price Guide: £19.00 each

- Aviascope Nos 2 & 3
- 40-page, A4, laminated card cover
- French & English

+ This series of titles from French publisher Avia Editions are basically a detailed walkaround set of colour images of the chosen subject. For the second title in the series this is the Dassault F1, while the third deals with the export versions of the Sepecat Jaguar (A & E) [the first in the series is now sold out]. Each is a massive collection of colour images, both inside and out of the type, and this includes shots of the airframes being maintained, so lots of access panels off! The images even include the weapons and pods carried by these two types, as well as some diagrams from the manuals showing other components.

Verdict: These are ideal books for the modeller, purpose-built in fact, as they are crammed full of the type of visual information we all crave. The Jaguar book combined with the RAF title done by Patrick Watson last year (See Issue 5) will give you absolutely everything you need to build any kit of it in any scale!



Messerschmitt Me 410

by Robert Peckowski

Mushroom Model Publications

ISBN: 83-89450-24-0

Price Guide: £12.99

- Yellow Series No.6120
- 120-page, A5, laminated card cover
- English
- www.mmpbooks.biz



+ This is the latest in Mushroom's series of books combining a good mix of narrative with walk-around images and colour side profiles. Unlike previous titles this one is split 40/60 with just 40 pages being given over to the narrative history. This starts with a look at the origins of the Me 410, with the Me 210, then goes on to look at each version of the Me 410 with scrap views and plans to highlight the different areas. This is followed by the photographic section, which covers just about every aspect of the airframe, utilising many images of Me 410 preserved at the RAFM Cosford, plus diagrams from the flight manual. The last 15 pages are all colour profiles, with one or two per page. Readers in the UK and Europe can obtain a copy for £14.00 (inc. P&P) 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 Me 410 is well served in 1:72 and 1:48, so this new title is very welcome. It can be most highly recommended to all Luftwaffe fans.



RATING 9/10

SUPPLIED BY: THANKS TO MUSHROOM MODEL PUBLICATIONS

RATING 10/10

SUPPLIED BY: THANKS TO AVIA EDITIONS

books

Calling all Publishers & Authors!

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

Wings of Italy

GAE srl

ISBN: 88-87261-16-4

Price Guide: £TBA

- 215-page, A4 (landscape), hardback
- English



+ Some of you may recall this title a few years ago, produced in both Italian and English language versions, well this is a fully revised fourth edition. The title is basically a photographic collection of Regia Aeronautica subjects from WWII, but where it is unique is that they are ALL in colour. Stimulated by the 1963 title 'Nei Cieli di Guerra' this title is packed full of nice, clear colour images produced by the Cinematographic Section of the Regia Aeronautica. The text is quite extensive and after the initial introduction to the structure and operations of the Regia Aeronautica, the title goes to look at each genre of aircraft in turn. This starts with bombers, with images of things like the SM.79, SM.81, BR.20 and Z.1007. Then comes the torpedo bomber and here you just get lots more shots of the SM.79. The fighters come next with the CR.42, G.50, C.202 and C.205, as well as German types such as the Bf 110, Do 217 and Bf 109. Assault, dive-bombers and heavy fighters are next with the Ju 87, CR.42 and Re 2000, 2001 & 2002. Air observation and strategic reconnaissance are next, with the Ca.309 & 311, Ro.37 and Fi 156. Maritime reconnaissance includes the Ro.43, Z.501, Z.506 and RS.14 and the transport section includes the C.94, SM.82, Ca.133, G.12 and Ju 52. Rescue types include the Z.506, Ca 133 and SM.81 and those operated in training schools and with glider units are also covered. The prototype and test centre section has some interesting shots of the CR.42DB, Nardi FN.305, SIA.207, P.108 and Campini-Caproni 'motorjet' and if this is not enough, the 'armistice' section includes some stunning shots of surrendering aircraft, as well as things like P-39s and G.55s.

Verdict: This is a really stunning title and one that deserves to be in the library of anyone with an interest in operations by the Regia Aeronautica during WWII. You find yourself just looking through this title time and time again, and some of the images are so sharp and clear that they are eerie, because they could have been taken yesterday! Track this one down and buy it, you won't be disappointed.

RATING 10/10

SUPPLIED BY: THANKS TO GAE SRL

Gloster Meteor

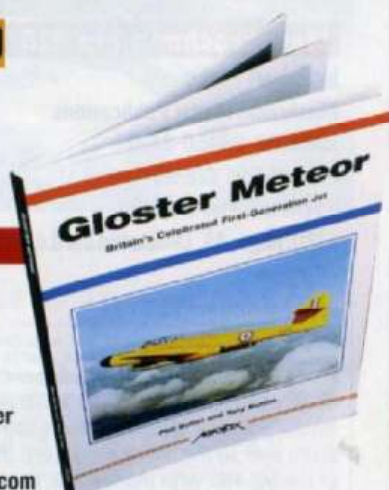
by P. Butler & T. Buttler

Aerofax

ISBN: 1-85780-230-6

Price Guide: £19.99 (\$36.95)

- 144-page, A4, laminated card cover
- English
- www.midlandcountiessuperstore.com



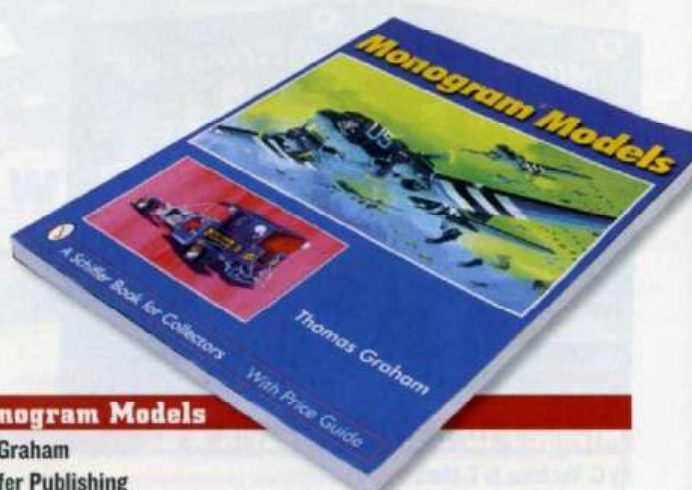
+ This series is long established and now all part of the Ian Allan group. The story of the Meteor is well known, but this new title does offer a concise history, a superb selection of both black and white and colour photographs and concise details of the different versions, the nations that operated them and the various RAF Meteor squadrons. Some of the images are well known, but a great many are not, and when you consider that the last 30 pages are exclusively colour photos, this makes the title ideal for all fans of the Meteor. That so many of these colour images show drones and target tugs, as well as a few dating to the late 1940s and 1950s, just goes to show the wealth of information crammed within its pages.

Verdict: An ideal title for the modeller and one that we can most highly recommend to all early jet fans.



RATING 10/10

SUPPLIED BY: THANKS TO ALLAN PUBLISHING



Monogram Models

by T. Graham

Schiffer Publishing

ISBN: 0-7643-2481-0

Price Guide: £24.95 (\$29.95)

- 160-page, A4, laminated card cover
- English

+ With the name gone all bar in essence nowadays, and the Morton Grove site vacated and demolished, this title from Schiffer should evoke some memories from just about all of us, as there will be few that have not savoured the pleasures of a Monogram kit over the years. Following on from the excellent Remembering Revell Kits produced in 2004 this title takes a similar look back at the history of America's foremost kit manufacturer right from the early post-war days through to today. The narrative is heavily illustrated throughout, with the history dealt with in chronological order. The title also acts as a valuation guide to Monogram products, with many of the models photographed captioned with their current secondhand value.

Verdict: It is fairly rare to get books specifically about model manufacturers, but we now have them for Frog, Airfix, Revell and Monogram and there is also one in French for Heller and Schiffer do one for Aurora. All we need now is one for Italeri and a detailed one for Tamiya kits and the set would be complete. This one is a must for all modellers though, full of nostalgia and a great read to boot!

RATING 10/10

SUPPLIED BY: THANKS TO BUSHWOOD BOOKS

McDD/Boeing F-15 Baz

by R. Weiss & A. Koren

IsraDecal Publications

ISBN: 965-7220-06-8

Price Guide: £TBA

- 130-page, A4, hardback
- English
- Aircraft in Detail No.2
- 84-page, A4, laminated card cover
- www.isradecal.com



+ We have already covered the softback 'Aircraft In Detail' series from IsraDecal (See Issue 8 & 10), well this new hardback version looks at the history and operational use of the F-15 by the IDF/IAF. How does this differ from the previous softback title? Well, this one deals with the F-15A through to D, not the F-15I, and along with the narrative about the history of the adoption of the type in Israeli service, there are also separate chapters looking at each unit that operated it. The main contents of this title are photographic though, with over 60% of it in this format, all with extensive captions and in both colour and black and white. The last sixteen pages are a series of detailed walk-around images of an 'improved' F-15 and its armament (Python 3 & 4 and AIM-7 and -120), all very useful to the modeller.

Verdict: This is another excellent title from IsraDecal, certainly one for the modeller with any interest in modern IAF aircraft, and one we can highly recommend.

RATING 9/10

SUPPLIED BY: THANKS TO ISRADECAL PUBLICATIONS

Junkers Ju 87 Vol.II

by M.J. Murawski

Kagero

ISBN: 83-60445-II-7

Price Guide: £11.99

- Monograph No.27
- 124-page, A4, laminated card cover
- Polish & English
- www.kagero.pl



+ This is the second part of Kagero's coverage of the Ju 87 and follows on from the first instalment that we reviewed in Issue 13. This second part starts to deal with the operational use of the type from the outset of war, through the Battle of Britain and into operations in the Mediterranean and finally up to Crete. There is excellent photographic coverage throughout all these sections, with a good selection of images showing the aircraft being serviced or repaired in the field. The text throughout is split, with Polish on the left of each page and English on the right, and all photo and profile captions are also in both languages. As always with Kagero there is a good series of scale plans, which in this instance are all in 1:48 and cover the Ju 87B-2/Tro, B-2/U4, R-1, R-2, R-2/Trop, and C-1. They have also once again included those very useful diagrams showing the changes in the airframe from B-2/Trop through to the C-1, and the whole title is concluded with 6 pages of colour profiles (two to a page). The 'freebie' this time is a sheet of decals from Techmod, offering three of the schemes depicted in the colour profiles in 1:72, 1:48 & 1:32.

Verdict: This is yet another excellent title in the series from Kagero, one that can be highly recommended to all Luftwaffe modellers, and is a must if you already have the first volume in your collection.

**RATING 10/10**

SUPPLIED BY: THANKS TO KAGERO

Focke-Wulf Fw 190A/F/G/S

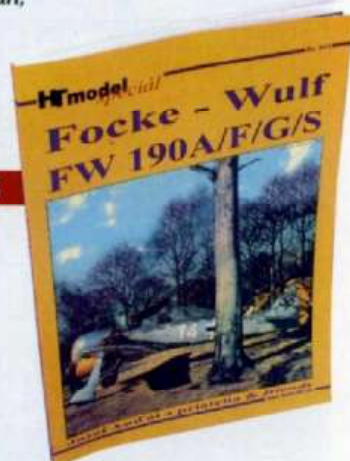
by J. And'al

HT Model

ISSN: 1335-3667

Price Guide: £TBA

- HT Special No.913
- 126-page, A4, card cover
- Slovakian & English
- www.htmodel.sk



+ We covered this Slovakian publisher's book on the Pe-2/3 in Issue 5, well this is their latest and as you can see it deals with the short-nose Fw 190. There is no real narrative at all save for the first two pages with an extensive list of variants. The rest is purely photographic, and wow, what photos! The author has compiled a huge collection of photographs of many of the world's preserved Fw 190s, although the first 34 pages are packed with diagrams from the flight manual. Those walk-around images follow next, from page 35 to 91, and you get the run-of-the-mill As and Fs, plus the night fighter in South Africa and the two-seater in the UK. The remaining pages offer colour side profiles and more manual diagrams as well as some nice period black and white photos. The title is rounded off with six pages of 1:72 plans drawn by Radek Vavrina of the A-3, A-5, A-5, A-8 and S-8 plus various sub-versions.

Verdict: This is one of the best collections of Fw 190 related images that I have seen, vastly superior in many ways to most of those titles we hold as the 'ultimate' for this type. If you combine it with the excellent Kagero series on the Fw 190, with their useful set of diagrams showing changes in each version, you will have all you ever need to make any short-nose '190.

**RATING 10/10**

SUPPLIED BY: THANKS TO HT MODEL

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

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
AB Models	1:72	72036	R/VF	Nitra-I glider	£9.99	NT
Academy	1:72	12409	IM/PE	Curtiss SBC-4 Helldiver 'Ltd Edition'	£18.99	RE
Anigrand Craftworks	1:72	2064	R/PE/VF	Curtiss XP-60C/XP-60E	£27.99	NT
Classic Airframes	1:48	4129	IM/PE	E.E. Canberra T Mk I7	£39.95	RT
CMR	1:72	1157	R	Ikarus IK-2	£25.99	NT
Dragon	1:72	9005	IM	Arado Ar 234C with E.381 Julia	¥2600	RE
Eduard	1:48	R0003	IM/PE	Polikarpov I-16 'Royal Class'	£83.50	RE
Fine Molds	1:48	FB-13	IM	Ki-10-II 'Perry'	£28.50	NT
Fine Molds	1:48	FB-14	IM	Ki-10-II 'Kato's Fighter Squadron'	£28.50	NT
Hasegawa	1:72	00806	IM	RF-4E JG51 Immelmann 'Tiger Meet 1984'	£17.99	RE
Hasegawa	1:72	00807	IM	Ki-46-III '17th Company Independence Flight'	£15.99	RE
High Planes Models	1:144	14404	IM/VF	Lockheed T-33 [Oz Mods Kit]	£11.99	NT
High Planes Models	1:48	4803	IM	CAC Avon Sabre [Academy kit with new fuselage]	£30.00	RE
LF Models	1:72	7278	R/VF	Bf 109 V14	£32.40	NT
LF Models	1:72	7281	R/VF	Caproni-Vizzola F.6Z	£32.40	NT
LF Models	1:48	4823	R/VF	Zlin Z-226 MS Trainer	£38.40	NT
Omega Models	1:72	72097	R/PE	Martinsyde F-4 Buzzard 'Belgium'	£34.50	NT
Omega Models	1:72	72108	R/PE	Martinsyde F.4 Buzzard 'Amerikietis'	£34.50	NT
Omega Models	1:72	72132	R/PE	Deperdussin TT 'Belgium, France and Russia'	£38.40	NT
Omega Models	1:72	72193	R/PE	Gordou Leseurre G.L.22 Cl 'Estonia'	£34.50	NT
Omega Models	1:72	72222	R/PE	Friedrichshafen FF.49B/C 'Denmark'	£44.50	RT
Omega Models	1:72	72243	R/PE/VF	MiG-19SM-12PMU	£41.99	NT
Omega Models	1:72	72248	R/PE	Martinsyde F-4 Buzzard 'VVS'	£34.50	NT
Omega Models	1:72	72250	R/PE	Friedrichshafen FF.49B/C floatplane 'Sweden'	£44.50	RT
Omega Models	1:72	72267	R/PE	Caudron G.III Arzani 'France'	£34.40	NT
Omega Models	1:72	72268	R/P-E	Caudron G.III 'France and Germany'	£34.50	NT
Omega Models	1:48	48027	R/PE	Aviatik 30.27 'Austro-Hungarian Air Force'	£42.00	NT
OzMods	1:144	14409	IM/VF	P-80C Shooting Star 'USAF'	£9.99	NT
Pavia Models	1:72	72062	IM/R/PE	Siebel Fh 104 Hallore	£16.99	RT
Planet Models	1:72	186	R/VF	Blohm und Voss P.209	£26.80	NT
Planet Models	1:48	101	R/VF	V.S. Spitfire Mk 21	£42.85	NT
Planet Models	1:48	184	R/VF	Horten IV	£17.85	NT
Planet Models	1:48	185	R/VF	Curtiss CW-22B 'ML-KNIL & Japanese Markings'	£35.70	NT
Revell	1:144	04049	IM	F-14D Super Tomcat	£2.99	NT
Revell	1:72	04312	IM	Horten IX/Gotha Go 229	£6.99	RE
Revell	1:72	04398	IM	Douglas A-1E Skyraider	£4.99	RE
Revell	1:72	04493	IM	Kamov Ka-29	£8.95	RE Ex-Zvezda
Revell	1:32	04792	IM	F-104G Starfighter 'Mount Olympus'	£17.99	RE
Revell	1:28	04730	IM	Spad XIII	£13.99	RE
RVHP	1:72	7167	R/VF	Beechcraft UC-12B Huron 'USN'	£45.99	NT
RVHP	1:72	7171	R/VF	Beechcraft UC-12M Huron 'USN'	£45.99	NT
RVHP	1:72	7162	R/VF	Beechcraft C-12D Huron 'USAF'	£47.75	NT
Special Hobby	1:48	48067	IM/R/PE	Arado Ar 96A	£15.99	RE
Special Hobby	1:72	72120	IM/R/PE	F-86H Sabre Hog	£11.99	NT
Special Hobby	1:72	72130	IM/R/PE	Vultee V-1 'Civilian Markings'	£13.65	RT Ltd 1000 edition
Special Hobby	1:72	72132	IM/R/PE	XP-56-II Black Bullet 'Second Prototype'	£11.99	RT Ltd 1500 edition
Sram	1:144	144/51	R	Short Bomber	£22.99	NT
Sram	1:144	144/53	R	Armstrong-Whitworth FK.8	£15.25	NT
Tamiya	1:48	89680	IM	Dewoitine D.520 & Citroen IICV	¥1900	RE Ltd Edition
Tamiya	1:48	89681	IM	Beaufighter Mk VI & Universal Carrier	¥2700	RE Ltd Edition
Tamiya	1:48	89682	IM	Heinkel He 219A-7 & Kettenkraftrad	¥3100	RE Ltd Edition
Tamiya	1:48	89683	IM	Ki-46-III Dinah & Maintenance Crew	¥1800	RE Ltd Edition
Tamiya	1:72	89712	IM	Aichi M6A1 Seiran & M6A-1K Nanzan	¥1500	RE Ltd Edition
Trumpeter	1:144	03904	IM	Tupolev Tu-95MS	£24.99	NT
Trumpeter	1:72	01629	IM	Fairey Gannet AS Mk 1/4	£12.99	NT
Trumpeter	1:48	02820	IM/PE	Westland Wyvern S.4 [Late version]	£24.99	NT
Trumpeter	1:32	02243	IM/PE	Douglas SBD-5/A-24B Dauntless 'USN'	£59.99	RT

SB2C-4 HELLDIVER



Academy #12409 Curtiss SBC-4 'Ltd Ed'



CMR #1157 Ikarus IK-2



LF Models #7278 Bf 109 V14



Pavia Models #72062 Siebel Fh 104 Hallore



Planet Models #101 V.S. Spitfire Mk 21



Revell #04312 Horten IX/Gotha Go 229



Special Hobby #72120 F-86H Sabre Hog



Trumpeter #02820 Westland Wyvern S.4
[Late version]

■ **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	1:48	A051	IM/R/PE	Loire 130M	£TBA	NT
Dragon	1:72	2501	IM	Mil Mi-28 Havoc	¥1400	RE Oct 2006
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 349D Natter with launch tower	¥4000	RT
Dragon	1:32	3201	IM	N.A. P-51D Mustang	¥4200	NT Jan 2007
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	00823	IM	RF-4E Phantom II 'IDF'	¥TBA	RE Nov 2006
Hasegawa	1:72	00824	IM	S2F-1 Tracker 'US Navy'	¥TBA	RE Nov 2006
Hasegawa	1:72	00825	IM	AH-64A Apache 'Iraqi Freedom'	¥TBA	RE Nov 2006
Hasegawa	1:72	00826	IM	F/A-18C Hornet 'VFA-97 Warhawks'	¥2000	RE Oct 2006
Hasegawa	1:72	00827	IM	F/A-18F Super Hornet 'VFA-102 Diamondbacks'	¥TBA	RE Dec 2006
Hasegawa	1:72	00828	IM	EA-6B Prowler 'Colourful CAG'	¥TBA	RE Dec 2006
Hasegawa	1:72	00829	IM	F/A-18E Super Hornet 'Low Visibility'	¥TBA	RE Jan 2007
Hasegawa	1:72	00830	IM	Junkers Ju 88G-1 Night Fighter	¥TBA	RT Dec 2006
Hasegawa	1:72	00831	IM	F-14D Tomcat 'VF-31 Tomcatters'	¥TBA	RE Dec 2006
Hasegawa	1:72	E26	IM	B-26B/C Marauder	¥TBA	NT Jan 2007
Hasegawa	1:72	51830	IM	Aichi E13A1 Type Zero (Jake) with catapult	¥TBA	RE Oct 2006
Hasegawa	1:72	51831	IM	Kawanish E7K1 Type 94 with catapult	¥TBA	RE Oct 2006
Hasegawa	1:75	51949	IM	Mitsubishi F1M2 Observation Seaplane	¥TBA	RE Oct 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	09717	IM	Nakajima B5N2 'Coral Sea Torpedo Command'	¥TBA	RE Nov 2006
Hasegawa	1:48	09713	IM	F/A-18E Super Hornet 'VFA-14 Top Hatters'	¥TBA	RE Nov 2006
Hasegawa	1:48	09714	IM	F-4F Phantom II 'JG74 Molders'	¥TBA	RE Nov 2006
Hasegawa	1:48	09715	IM	Kittyhawk Mk III	¥TBA	RE Nov 2006
Hasegawa	1:48	09716	IM	P-47D Razorback 'Rescue Squadron'	¥TBA	RE Nov 2006
Hasegawa	1:48	09720	IM	Focke-Wulf Fw 190A-4/F-1 'Tunisia'	¥TBA	RT Dec 2006
Hasegawa	1:48	09721	IM	Mitsubishi F-1 '6th Sqn ACM Special'	¥TBA	RE Dec 2006
Hasegawa	1:48	09722	IM	Spitfire Mk IX 'Nose Art'	¥TBA	RE Dec 2006
Hasegawa	1:48	09723	IM	Messerschmitt Bf 109F-4/Trop 'Marseille'	¥TBA	RE Dec 2006
Hasegawa	1:48	09724	IM	Nakajima Ki-27 '244th Flight Regiment'	¥TBA	RE Dec 2006
Hasegawa	1:48	09725	IM	F-104C Starfighter 'U.S.A.F.'	¥TBA	RE Dec 2006
Hasegawa	1:48	09726	IM	TF-104G/F-104D Starfighter 'U.S.A.F.'	¥TBA	RE Jan 2007
Hasegawa	1:48	09727	IM	F-4J Phantom II 'VF-102 Diamondbacks'	¥TBA	RE Jan 2007
Hasegawa	1:48	09728	IM	Nakajima Ki-43-II 'Mainland Defense'	¥TBA	RE Jan 2007
Hasegawa	1:48	09729	IM	A-4KU Skyhawk 'Free Kuwait'	¥TBA	RT Jan 2007
Hasegawa	1:48	09730	IM	Messerschmitt Bf 109G-6 'JG3 Udet'	¥TBA	RE Jan 2007
Hasegawa	1:48	52965	IM/WM	Zero Fighter Full Complete Box (15 kit set)	¥31500	RT Jan 2007
Hasegawa	1:48	JT93	IM	P-39Q/N Airacobra	¥TBA	RT Jan 2007
Hasegawa	1:32	08168	IM	Messerschmitt Me 262A 'Galland'	¥3600	RE Sept 2006
Hasegawa	1:32	08169	IM	Focke-Wulf Fw 190A-5 'Priller'	¥TBA	RT Dec 2006
Hasegawa	1:32	08170	IM	Messerschmitt Bf 109G-4 'JG 27'	¥TBA	RE Jan 2007
Hasegawa	1:32	ST26	IM	Junkers Ju 87D	¥5600	RT Sept 2006
MPM	1:72	72534	IM/R/PE	Gloster Meteor FR Mk 9	£TBA	NT Oct 2006
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
Special Hobby	1:72	72123	IM/R/PE	Junkers Ju 87A Stuka 'Anton'	£TBA	NT Oct 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	48069	IM/R/PE	Fairey Barracuda Mk V	£TBA	RT Oct 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
Valom	1:72	7216	IM/R	Northrop BT-1	£20.50	NT



Dragon #5547 Bachem Ba 349D Natter



Hasegawa #00824 S2F-1 Tracker 'US Navy'



Hasegawa #E26 B-26B/C Marauder



Hasegawa #09715 Kittyhawk Mk III



Hasegawa #08169 Focke-Wulf Fw 190A-5 'Priller'



Special Hobby #48069 Fairey Barracuda Mk V



Valom #7216 Northrop BT-1

air-mail

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

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. **HOBBY MODEL KITS**



HAWKEYE PEDIGREE

In issue 12 your review of the Heller E-2C Hawkeye asked if this was perhaps a copy or Revell's new kit in 1:144 scale. Having both to compare I can confirm that they are totally different, each one having positive and negative points. The Heller kit seems to be a scaled down version of the Fujimi 1:72 scale kit right down to the pilots (the reason I bought the kit). There are some differences, noticeable from the start such as the amount of raised rivets on the Heller kit that may be questionable and the panel lines that are deeper than Revell's. I do think the engine nacelles are more accurate in Heller's kit as well as the propellers and the cockpit glazing, which Heller casts as part of the dorsal spine and front nose area and as such will be easier to fill, as well as the frosting of the paintable areas. Revell has a better wing as it is moulded in one piece; Heller's will have to be sanded at the joints and you may lose the rivet detail. Looking at the fuselage, Heller has more window openings and better vent and scoop details that may be proper for the French version but is different from Revell's, one should check references. All in all both are good kits and I look forward to cross-kitting them. Thanks for keeping up the high level of modelling in your magazine.

Dale Gibson, Canada

Ed Says: Thanks Dale, it is always nice to have confirmation of such details as we did not have the Revell example to hand to make a direct comparison. With the recent sad demise of Heller one can only hope that their little Hawkeye will make it back one day, along with all the other great kits in their range.

HARD-TO-FIND 1:48 KITS

Hello, first I would like to say what a great read your magazine is! I got back into the hobby about a year ago after being out of it for 11 years. I have found Model Airplane International a great help and a source of inspiration in making my own models, but I'm still a long way from the high standards that I've seen in your magazine. The reason I'm getting in touch with you is that I am searching for six aircraft types in 1:48 scale. After some checking and from memory when I used to go to air shows, I know for sure about four of the kits but have found nothing on the other two. The kits in question are: F-100 Super Sabre (Monogram),

F-105 Thunderchief (Monogram and Revell), F7F Tigercat (AMT/ Ertl) and Hawker Sea Fury (Kitesh). The other two I have had no joy with are F9F Panther and Fairey Firefly. So what I would like to ask you is do you know of somewhere I can buy these kits? Thank you and keep up the good work!

Gary Victory, UK

Ed Says: I am delighted to read that you enjoy our magazine and that it helps you in the hobby. With regard to the kits you are hunting, the Monogram and Revell kits (F-100 and F-105) come and go, so it is best to keep an eye out for them second-hand at shows and to check people



Koith opted to cut open the canopy of his Classic Sea Hawk - See 'Sea Hawk'

like Squadron (www.squadron.com) in the USA, as they are more likely to have them. The AMT/Ertl F7F you will only find secondhand, as AMT don't produce aircraft kits much nowadays. Some of their previous tools (A-20 etc) have been seen in Italeri boxes, so maybe at some stage in the future the Tigercat will be reissued by them? For now though you will have to hunt this one down secondhand. I have never heard of the Kitech Sea Fury, the only 1:48 injected kit I know of is the Hobbycraft one and that is still readily available. Monogram do the F9F in 1:48, so again check with Squadron as they may still have stock. The only way to currently make the Firefly in 1:48 is to get the Grand Phoenix limited-run kit, this being available from the likes of Hannants (www.hannants.co.uk) here in the UK.

SEA HAWK

Thanks for producing another great issue. I was extremely interested in the review of the Classic Airframes 1:48 Sea Hawk as I am just finishing one. Although the comment by Nick regarding the one-piece canopy is correct and it is a pain that Classic Airframes produced it like that, I was surprised that someone with the ability to build a Classic Airframes kit and sort out all the other problems did not decide to do the obvious. When I first opened the kit myself I thought, there is no way you can leave the excellent resin cockpit hidden, so to resolve the problem, out came the fine razor saw. Within a few careful minutes, job done. Although the length of the canopy is reduced slightly by the thickness of the saw, with it open you cannot really tell. I have enclosed a couple of photos of my Sea Hawk to show the result.



Regards Keith Warrington, UK

Ed Says: Thanks Keith, Nick had considered doing just what you have, but felt it best to show the kit 'from-the-box' so the readership could decide if they wanted to go that little bit extra to open up the canopy. The only downside is that even once cut apart as you have, the canopy itself is far too thick and it really does not look right. Making a resin copy of the kit canopy, polishing it up and using it to make a vacformed example is the only real option, but that was way outside Nick's remit to build the kit.

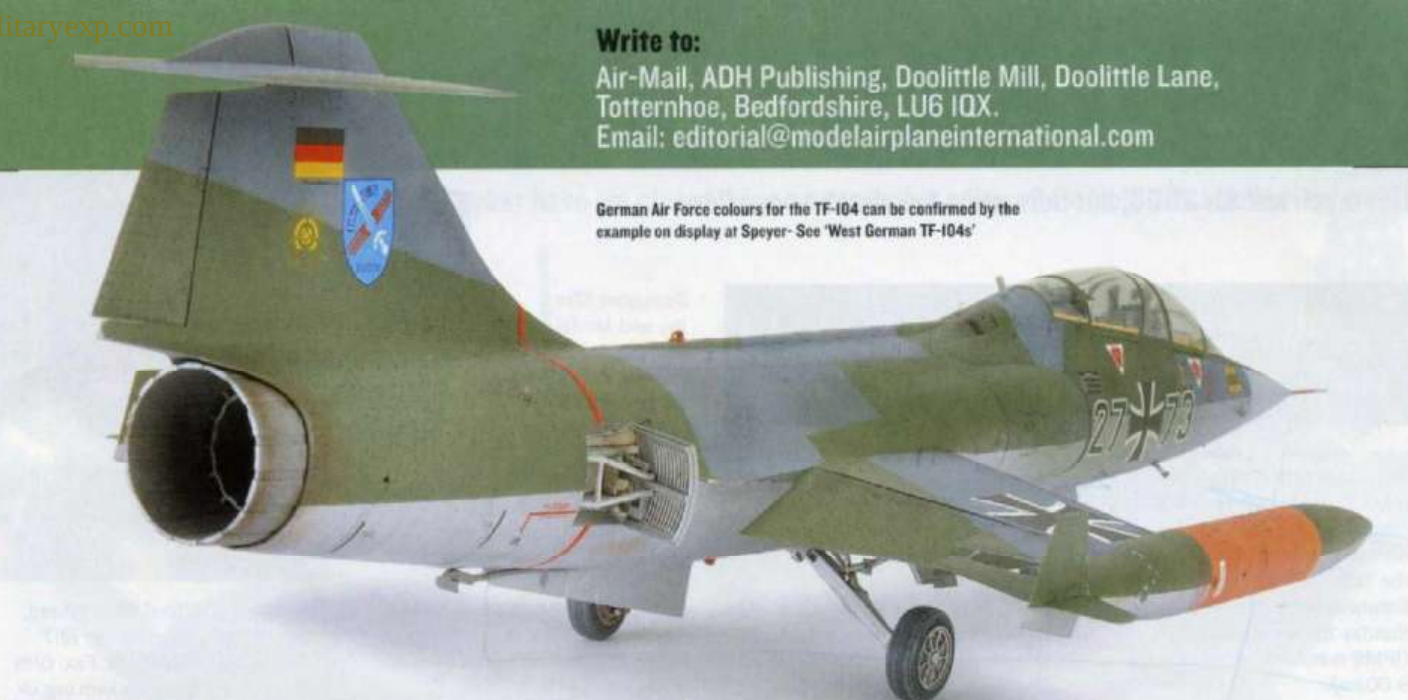
WEST GERMAN TF-104S

Richard, Just got September's MAI this morning (possibly the best issue yet, IMHO), and I was very interested in Steve Evans' feature on the TF-104G, as the Starfighter is one of my favourite aircraft of all time. I was particularly interested in his comments on underside colours. I have pictures of the preserved (but not restored, as it's not that sort of place) TF-104 in the Technical Museum in Speyer, Germany, which confirms Steve's comments. That museum (and its parent at nearby Sinsheim) is an utter treasure trove for anyone interested in things mechanical. Between them, they can muster something like two Bf 109Gs, four Ju 52s, an Fw 190, a Concorde, a Tu-144 (yes!), a Boeing 747, various MILs (including an Mi-14 'Haze'), Antonovs (the An-22 is a wonder) and all sorts of German,

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German Air Force colours for the TF-104 can be confirmed by the example on display at Speyer- See 'West German TF-104s'



Airfix's TSR.2 was OK, just not the best fitting kit - See 'TSR.2 View'



British, American and Russian aircraft. That as well as a stupendous collection of cars, AFVs, trains and submarines.... I have pictures. The Speyer museum building is itself of aviation interest as it was formerly the WWI Pfalz factory.

Can I add my two ha'porth on the He 162 cowl ring colour debate? The question of gauging colours from wartime pictures is worse than you think; a lot of film in use during the war was orthochromatic, which means that it wasn't sensitive to red. Reds were rendered as black, instead of being represented by a grey tone consistent with the rest of the picture. The trouble is that depending on the paint mix and lighting conditions, yellow can also come out as black on ortho film. The only answer to the He 162 conundrum, if you are really exercised over the matter, is to buy two and do one of each....!

Best wishes, Robert Day, UK

Ed Says: Thanks Robert for the above information, the Speyer complex sounds like something that is well worth a visit. We had considered the possible use of orthochromatic film, but the problem really lies more in the fact that since that date so many people have put their interpretation on the colours that nowadays it is impossible to really know what it was. It is one

of the great joys of going late-war Luftwaffe subjects, so many experts, all with widely different opinions!

TSR.2 VIEW

I've just brought the June issue home; the quality of the various articles is still wonderful. I must agree with the points put forward by Nick J Wigman regarding the Airfix TSR.2: after such a big build-up by various modellers and magazines I was expecting something akin to Tamiya/Hasegawa and this anticipation somewhat spoiled the 'opening the box moment'. Now having dry-fitted everything together I can see what work needs to be done. The basics are there and I should be able to produce the representation of this aeroplane that satisfies my objective. I could not afford the Dynavector kit from a few years back, but I have a couple of Airfix kits so far. I am waiting for the resin cockpit set and I wonder if anybody will be making the Olympus and the reheat cans? I'm too lazy to scratchbuild, and engine blanks kind of spoil the image of an aeroplane in flight. After having spent some 32 years working on I! aircraft and having a passion for the engineering and a love for large radials, 6 and a half years before going to gas turbines (I think gas turbines are wonderful but should only be used

to blow the fog away so that real aeroplane can take-off and land). One of my work colleagues here in Perth, Western Australia, was on the TSR.2 line when the people came in to dismantle the jigs; they were all ushered outside while the deed was done - a sad, sorry story relayed with some angst.

Robert Wright, Australia

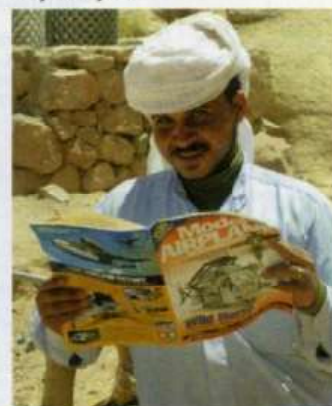
Ed Says: Thanks Robert, the TSR.2 does give you the basics, most of the things we disliked were simply down to the very basic detail and the rather wishy-washy nature of the mouldings, nothing was crisp! I have one to build myself, although it has languished part-done for the last three months and it is probably only the arrival of the Pavla cockpit and the reissue of the Resitech interior from Heritage Aviation that will see it survive! Of course with Humbrol going into administration the Airfix TSR.2 is now even rarer, and I have already seen examples fetching three times the original price on Internet auction sites. Let's hope that Airfix and their TSR.2 don't go the way of the real

MAI reaches the PARTS OTHER MAGAZINES CAN'T REACH!

Hi Richard, just back from my trip to Egypt and thought you might like to see the enclosed photos. Just goes to show how far MAI reaches around the globe!!

Mike Capell, UK

Ed Says: Thanks Mike, it made me laugh, so I thought I would include them here for everyone else to see. Certainly the camel does not look impressed, but then, they rarely do!



next issue

So, what have we planned for next month's edition? On Sale 23rd November 2006

✓ Schnellbomber

Hasegawa's new 1:72 Junkers Ju 88A-4
built by Rev. John McIlmurray

Curtiss SB2C Helldiver

By Richard J. Caruana



✓ Snake Bite

Steve A. Evans tackles Hasegawa's new P-400 Airacobra

✓ Mitsubishi's Masterpeice

Jay Laverty builds the new Tamiya 1:32 A6M2
from the box while Nick Wigman updates
their A6M5 with CMK and Eduard sets

Richard J. Caruana colour profiles
with all our main features

Basketweave Bomber

The editor continues our look at the Trumpeter 1:48 Wellington with
ideas on how to deal with the fabric effect, amongst others

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

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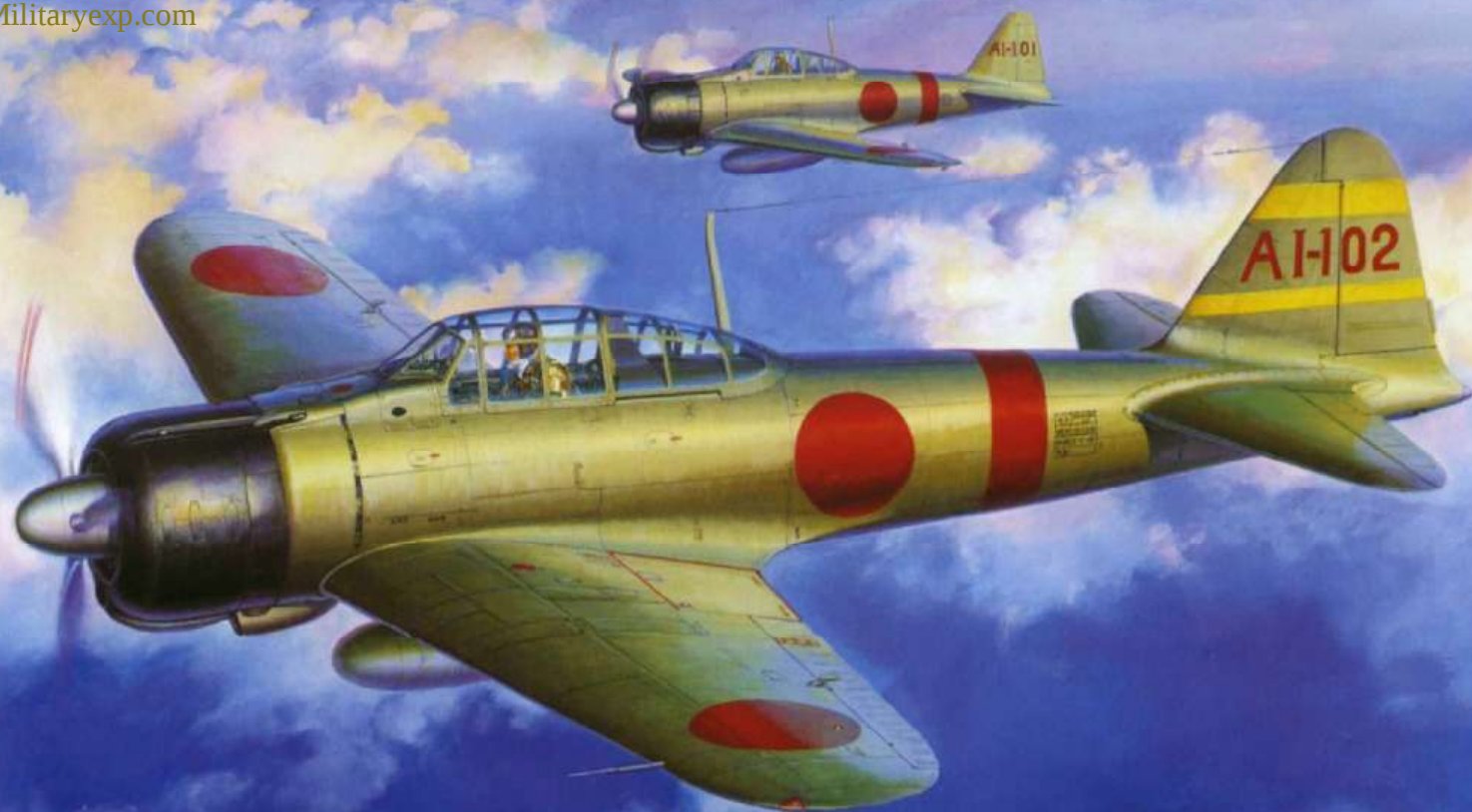
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THE NEXT ISSUE OF MODEL AIRPLANE INTERNATIONAL IS ON SALE 23rd NOVEMBER 2006



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)



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BIRDS OF A FEATHER

1/72 VOUGHT F4U-1 BIRD CAGE CORSAIR Item 60774

The first production model of one of the most important World War II U.S. fighters has now joined its later fighter-bomber version in Tamiya's extensive War Bird Collection lineup. Featuring a massive 2000hp engine fitted with the largest propeller yet used on a fighter, the Corsair was the first U.S. fighter to reach speeds in excess of 400mph (644km/h) in level flight. The Corsair's high performance and rugged inverted gull wing construction made it an extremely versatile platform that served with various nations even into the 1950's. Tamiya has reproduced all the details of this first production model of the Corsair with trademark precision, including the short tail wheel leg and distinctive frame-like canopy which gave this model its nickname. Corsairs from units such as VMF-124 and VF-17 Jolly Rogers can be built with the four sets of high-quality markings included with this assembly kit, and you can line it up with the Tamiya 1/72 F4U-1D for an insightful look at the Corsair's evolution.



VF-17 "Jolly Rogers"



Lt. Kenneth A. Walsh, VMF-124

VOUGHT F4U-1 BIRD CAGE CORSAIR®

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1/72 War Bird Collection — Enjoy the classic lines of World War II fighters



Supermarine Spitfire Mk.Vb/Mk.Vb TROP. (60756)



Focke-Wulf Fw190-A3 (60766)



Kawanishi N1K1-Ja Shiden Type 11 (60768)

The F4U-1 is the latest member of our 1/72 War Bird Collection, which features a wide variety of historic and modern aircraft.



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