

PLUS
CURTISS SB2C HELLDIVER BY
RICHARD J. CARUANA

■ Kit Reviews ■ New Releases
■ Decals ■ Accessories ■ Books

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Contents



34



14



22



40



46

REGULARS

p4-5 News

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

p74 News - Just Released

An easy to use list of all the latest releases

p75 News - Coming Soon

An easy to use list of forthcoming releases

p77 Contact Details

p76 Diary

p78 Letters

p79 Next Issue

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

p82 Last word

REVIEWS

p6-13 Kwik Build

Jeroen Veen builds the Roden 1:48 OV-ID while Jamie Haggro tackles Dragon's 1:48 Ta 154 and Alan Bottoms builds the Czech Models 1:48 Curtiss Seamew

p56 New Releases Kits

A selection of the latest releases assessed

p62 New Releases Accessories

New products from CMK, Eduard M.A., G-Factor, Griffon M.A., Heritage Aviation, Hippo Model, North Star Editions & Obscureco

p68 New Releases Decals

New sheets from Arawasi, Eagle Strike, Euro Decals, Hawkeye Models (Australia), Leading Edge Models, Model Alliance & Xtradecal

FEATURES

p14 Tiffie - The Next Generation

Nick J. Wigman builds Revell's new 1:48 Eurofighter Typhoon

p22 The Airliner That Went to War

Rev. John McIlmurray gets to grips with the Italeri 1:72 Lockheed Hudson

p34 Beautiful Bird

Eduard's beautiful new 1:48 Focke-Wulf Fw 190A-8 built by Jamie Haggro

p40 The Beast from New York

This month Richard J. Caruana looks at Curtiss' second Helldiver, the SB2C

p46 COINing It

Steve A. Evans builds Roden's 1:48 OV-1A Mohawk and adds the Eduard Big ED photo-etched set



Colour Profiles

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

Latest Dual Combos

Eduard continues this popular series with three new additions

Eduard continue to reissue some of their kits within the 'Dual Combo' series, combining two complete kits in one box. The most recent ones to join the series are the Bell Airacobra Mk I (#1120/£27.50), Fokker D.VII [Albatros] (#8134/£27.75) and Yakovlev Yak-3 (#1119/£21.60). The Airacobra has six decal options (AH601/No.601 Sqn, AH585/No.601 Sqn, BX228/19th GIAP, AH636/Capt Ivan D. Gaydienko, 'White 95'/2nd GIAP & 'Red 77'/unknown unit), the D.VII has four (Lt d R Friedrich Jakobs, Lt Josef Raesch, Lt d R Ludwig Beckmann & Lt d R Carl Degelow) and the Yak-3 has six ('Yellow 12' flown by Maj. S.S. Shthirow of the 267th IAP, 'White 1' of Maj N.F. Denczik of the 64th GIAP, 'White 360' of Col. A.D. Yakimenko of the 151st GIAP, 'Red 12' flown by 2nd Lt S.V. Nosov of the 150th GIAP, and aircraft of the Staff Flight of the 4th GIAD and 'White 100' flown by Maj Gen Savitskiy of the 812th IAP).

■ Eduard is distributed in the UK by Hannants and LSA Models.

1:48



1:72, 1:48 & 1:28

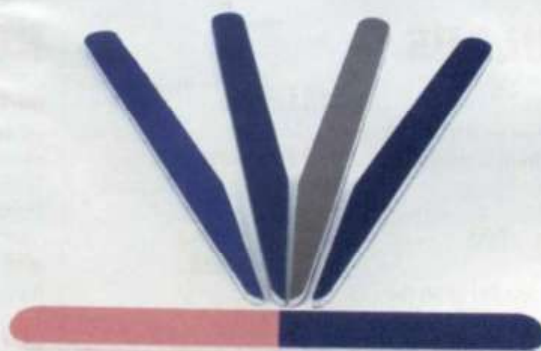
Revell Returns

Revell have been busy of late with a number of welcome reissues being made. To date these include the superb little 1:72 kit of the Horten IX/Gotha Go 229 (#04312/£8.99), which was last seen back in 1998 and is one of the stunning toolings Revell did in Korea at that time. Also of 1998 vintage is the equally nice McDD RF-4E Phantom, this time in 'Tigermeet' markings (#04313/£8.99) with three colour options (AG 52 at Tiger Meet 1985; 35+65 of AG 52 at Tiger Meet 1986; 35+51 of AG 51 Immelmann), with the former being in back overall with yellow tiger stripes, all of which are on the huge kit decal sheet that has been produced by Daco. Another reissue, although an oldie from Monogram and last seen in 1992, is the Douglas A-1E/AD-5 Skyraider (#04398/£2.99) along with the ex-Zvezda Kamov Ka-29 'Marine' (#04493/£8.95) that was originally released back in 1997 then reissued by Italeri in 1998.

In the bigger scales, Revell have rebboxed the Hasegawa 1:48 Chance-Vought F4U-5 Corsair (#04527/£13.99), but sadly this still suffers with the mould misalignment in the nose area that was present when they rebboxed the F4U-7 (#04590) version last year. The final reissue is a real blast from the past in the form of the 1:28 SPAD XIII (#04730/£13.99), which although sporting some excellent box art is still a 40+ year old kit inside!

Prototypes in Softback

Some of you may recall the release a few years back of Barry Jones' excellent British Experimental Turbojet Aircraft title in the Crowood Aviation Series, well now this title is back from them in softback format (ISBN: 1-86126-860-2 £18.99). If you missed it first time around, don't this time! The Crowood series is available from all good bookshops, but in case of difficulty visit www.crowood.com.



Get the Point!

Due to customer demand, Little-cars.com now have the Micro-mesh Handi Files with pointed, rather than rounded, tips. This will allow for more precise use in tight corners, etc. and they are available in the following grit combinations (one each side): Coarse (100/150), Medium (180/240), Fine 400/600 and Finishing (1200/1200). Little-cars have also now got in stock a special polishing stick with four grades (180/240/400/1200) on it. All of these files retail at £1.75 each, or you can get seven of them mail order for £10 including postage. For more details contact info@little-cars.com or call 01234 711890.



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

1:48

Second Falco

Italeri have recently released the Regia Aeronautica version of their new Fiat CR.42 first seen last year (See Issue 1). In CR.42AS (#2653/£16.99) guise it comprises one clear and 88 light grey-coloured plastic parts, with new unpainted undercarriage legs and two underwing bombs. There are four decal options: Sculoa Caccia Assalto, Ravenna in April 1942; 20° Squadriglia, 46° Gruppo, 15° Stormo d'Assalto based at El Adem, North Africa in October 1942; 15° Stormo d'Assalto based at Barce, North Africa in October 1942; 387° Squadriglia, 158° Gruppo, 50° Stormo d'Assalto based in Libya in August 1942. I am sure this will prove a popular release, as the Italian AF fans were initially disappointed that the first (CR.42LW) version only had Luftwaffe options in it.



Big Book of Aviation

When this title arrived it caused a bit of a stir, as not only is it huge (352 pages in a 300mm x 300mm hardback format!), but at £24.95 we could not believe the price was correct! Written by Irish artist, architect and pilot Fia O. Caoimh, the title contains pen and ink illustrations of 100s of aircraft types, all in alphabetic order by manufacturer. The second section of this title gives technical data for each of the types shown in the first part. The illustrations are just that, being more 'art' than 'technical', but as there are so many and they cover not just run-of-the-mill subjects it is certainly a very appealing title. For more details contact Thames & Hudson Ltd, the publisher, on 020 7845 500 or visit www.thamesand-hudson.com.



Weekend Edition

Eduard continue to expand their 'Weekend' series of basic kits without photo-etched etc with the release of the Albatros D.V (#8406/£6.80) and the ex-Gavia Lavochkin La-7 (#8460/£7.50).

1:48



Montex Conversion

Known for their excellent die-cut paint masks, Montex have branched out into conversions with the release of this one to make the Spitfire Mk Vc Trop from the Tamiya kit. The set includes resin wings, cannon barrels and propeller, as well as their excellent masks for the canopy and two colour schemes: JL394, CR-C flown by Wg Cdr R. Caldwell of No.1 Wing RAAF in 1943; ZP-U of No.457 Sqn, RAAF, Darwin, 1943. The mask range is available in the UK from SBX Models, but we are not aware if they will be bringing this conversion in? Contact the manufacturer directly via pmmcmonetx@op.pl or visit www.montex-masks.com for more details.



Sponge Sanders

We mentioned the first sponge sanders in Issue 14 (page 82), well they have now added two more to the range. The blue one is 180 grit, while the white one is 600 and they each retail for £2.85. Being bonded to sponge they are less 'rigid' than other sanders and being much bigger are ideal for larger (size/scale) models. For more details visit www.mastercasters.co.uk, UK credit card orders can be done through Cammett (www.cammett.co.uk), the range is stocked in the USA by www.victorymodels.com, in Canada by www.northstar-hobbies.com and in Holland by www.aviationmegastore.com.

BUILT & WRITTEN BY JEROEN VEEN
FROM THE NETHERLANDS**MODEL INFO**

SPEC: Roden 1:48 Grumman OV-10 Mohawk
KIT NO.: 413 **MATERIALS:** IM **AVAILABILITY:**
 Pocketbond Ltd (UK Importer) and Roden
 stockists worldwide **PRICE GUIDE:** £22.99



GRUMMAN'S 'EYE IN THE SKY'

Over the last couple of years Roden have been able to surprise us with some wonderful high quality kits, and their Grumman Mohawk range is a good example of this. Who would have thought we would see the OV-1A, OVI-C and OV-10 in 1:48 scale?

When I received the OV-10 I just had to start building right away.

The kit is packed in a sturdy box with attractive artwork and the quality of the plastic parts is very obvious. Six sprues of grey plastic, one sprue with the clear parts, well detailed plans and decals for three different airframes (two US versions [one based in Al Qaysumah in Saudi Arabia 1991 and one in Stuttgart West Germany 1988], and an 1975 Israeli Defence Force version) form the contents of this kit.

CONSTRUCTION

As usual, construction starts with the cockpit, and although I wish I could do otherwise, to do justice to Roden's courage to release the Mohawk series, my criticism starts right here. The real Mohawk cockpit looks quite crowded, but the kit one is rather basic and has some areas that need attention. The building instructions mention sprue F for certain parts of the instrument panel: that sprue isn't included in this kit and I have seen others mentioning this too, so this hardly seems a unique occurrence. But, in all honesty, the

missing parts can be made easily from some plasticard. The overhead console sits too high, which will cause problems when adding the canopy glazing. Just make sure the top of the console is at the same height as the top of the bulkhead it's attached to and you'll be fine. The seats are too high as well and lack safety harnesses. By shaving off 1.5mm from the bottom of the seats that problem is solved. The missing safety harness can be made from lead foil or an etched set. These corrections have to be made but I still feel additional details need to be added for a more realistic

look, especially because the cockpit interior will be quite visible when the kit is finished. Thankfully Cobra Company has released an aftermarket cockpit set that really is a great improvement. With the cockpit finished, I painted it with the techniques I explained in earlier issues of this magazine (See Issues 9 & 10).

Before gluing the fuselage halves together it is necessary to cram the nose section with extra weight and I mean 'cram', because this model is a real tail-sitter. The fuselage fits together very well, as do the wings, which are longer than the A and C

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

- Cyanoacrylate
- Tamiya Extra Thin Cement
- Tamiya Masking Tape
- Blu-Tack
- Scalpel
- Micro-mesh sanding sticks
- Micro Set & Sol decal solutions

**Dimensions**

Span - 12.80m
 Length - 12.5m

Dimensions - 1:48

Span - 266.7mm
 Length - 260.4mm

Paints Used:

Humbrol enamels:
 21 Gloss white
 33 Matt Black
 53 Gunmetal
 56 Aluminium

Xtracolor enamel:

X137 Light Gull Grey
 Matt varnish

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

Fire Lizard



Heinkel He 162A-2 "Salamander"

A mythical salamander (from the Greek "Fire Lizard") was said to live in fire, even to be born in fire.

It is very appropriate that the name is associated with the Heinkel's He 162 jet fighter as it was born and deployed in the crucible that was Germany in the waning days of 1944 and early 1945.

The Volksjäger (People's fighter) was to be a simple, semi-expendable, inexpensive machine assembled by semi-skilled and unskilled labor and constructed as much as possible from non-strategic materials.

The Spatz (Sparrow) was adapted into the Volksjäger through the project codenamed "Salamander" - the name often given for the aircraft in favor over its official appellation.

The machine demanded a well trained pilot (not the Hitler Youth fledglings envisioned by some) and was hampered by short endurance and poor rearward visibility.

The fact that it was produced at all represents a remarkable chapter in aviation history.



1:48 Scale

Heinkel He 162A "Salamander"

Kit features dual position canopy, highly detailed cockpit and wheel wells, optional seated pilot figure, removable ejection seat, swappable open/closed engine compartment with accurate BMW003 engine and decals for 3 aircraft.

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TD48078 ~~\$2.48~~ \$1.96



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1:32 Scale

Heinkel He 162A-2 "Salamander"

Kit features fully detailed exterior, cockpit, landing gear and wheel wells.

RG4723 ~~\$30.50~~ Your Savings Price \$22.79

Landing Gear

White metal main and nose gear struts for Revell kit.

SV32002 ~~\$18.98~~ \$16.96



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version, and engines. Fixing the canopy takes some care and patience but the fit is very good. The wheel wells are sparse, but since these are out of sight I didn't bother to add detail. The nose section is a transparent part that gives you the opportunity to paint the sensors from the inside - good thinking Roden! One issue needs to be addressed here, namely the arms of the airbrakes in the back of the fuselage. I'm not quite sure what moulding technique Roden use, but it looked like the moulds didn't fill up and the arms were just not there. I have two kits of the OV-1A in my stash and they suffer the same problem. Scratchbuilding these arms isn't that dif-

ficult, but they should have been there in the first place. There is no armament for the wings, but you do get two big auxiliary fuel tanks (expanding the flight range from 710 up to 1,520km). These tanks have a far from perfect fit, and this really was the only part of the model where substantial use of filler was required.

PAINTING & DECALS

I primed the model as usual, then airbrushed the black strips on the wings and masked them off. After that Xtracolor XI37 Light Gull Grey, lightened with some gloss white, was airbrushed on as the base colour. After

taking away the masks all looked well, but then trouble started. The decals in the kit really look well, with thin carrier film and good register. But boy, oh boy... problems started right away because I couldn't get the decals to conform to the shape of the fuselage, no matter which decal setting I used. I was far from pleased, which became even worse when I noticed the base colour under the decal film got lighter, thus destroying the 'painted on' effect we all strive for. I was hoping to 'camouflage' this a little bit with the subsequent weathering procedure, so I continued airbrushing matt varnish (my usual approach to start the weath-

ering process), only to find that things weren't getting any better. Although I tried every technique I know to repair the damage, in the end the result was not what I hoped to be. Although the base colour was really shiny, a necessity for applying waterslide decals, I just couldn't see where I had gone wrong. A stroll over the Internet and a look at other builds of Mohawks made clear that this is a problem often encountered with this kit. I would advise you to not use the kit decals, and to buy an aftermarket set. As a result of all this I weathered the plane slightly heavier than I intended to, to save the day. ■

ALSO RECOMMENDED...

References:

- *Avions de Guerre No.97* (1988)
- *OV-1 Mohawk In Action No.92* by T. Love (Squadron/Signal Publications 1989 ISBN: 0-89747-215-2)



FINAL VERDICT

■ We all should applaud Roden for bringing us the Mohawk series, because it's really a very good model of a very characteristic airplane. I for one loved to build it, despite the issues with the cockpit, the arms of the airbrakes and the auxiliary tanks. That is nothing that can't be solved, but the decals are a completely different matter. Maybe it's because I really became frustrated with these that I would qualify them as 'not usable' and advise you to buy an aftermarket set. Since there are three versions for the decals, at least make sure you test before you decide to use them, but don't say I didn't warn you! All in all, this is a wonderful kit that I would recommend to all those who have some experience with more complex kits.

■ See Steve A. Evan's build and update of the OV-1A/JOV-1A elsewhere in this edition

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TANK'S 'WOODEN WON

Originally seen in a Revell-Monogram Pro-Modeler box, this Dragon tooling has now been reissued with new parts

When the editor first handed this kit to me we both initially thought that this was a new tooling, however it quickly transpired that the parts were identical to those seen in the Monogram Pro-Modeler kit; it seems that Dragon had done the tools ten years ago but for some reason never released it under their own brand.

Included in the box was a sprue from their Ju 88 kit that contained new radar antenna and various Ju 88 bits such as flame dampers and nose! You also get a brass fret that includes the radar aerials as well as various cockpit parts. Work started in the cockpit, unsurprisingly, the main cockpit parts were assembled and the appropriate fuselage gun inserts were added to the fuselage halves. The rear cockpit consoles are bare and need a bit of tarring up but Dragon don't supply any etched parts for these so you are on your own [Eduard do a photo-etched detail set for this kit #48-300 - Ed]. When done, all these parts plus the seats and instrument panels were sprayed first with Gunze Sangyo matt black and then RLM 66. After a wash with Humbrol 33 (matt black) thinned with turpentine Xtracrylics matt varnish was misted on;

this provided a key for the drybrushing that was done in stages from a dark grey all the way to finishing off with an off-white. There are no levers and engine controls included on the etched fret, which is disappointing; these were scratchbuilt using wire with blobs of Kristal Klear. The final stage is to do the detail colour painting, to add a bit of interest, and add the ubiquitous Eduard etched seat belts, as there are none on the etched fret with the kit. The rest of the model went together with no real problems; the only things to watch out for are a few gaps where the wings join the fuselage and the engine pods join the wings. Before buttoning up the fuselage though, don't forget to add some weight, a lot of weight. I used a load of lead shot I had been given by a fellow IPMS Avon club member (cheers Sean) and I also packed the engine nacelles with spare white-metal.

With the model together (minus the radar) the airframe was primed, pre-shaded, polished and then painted with Gunze Sangyo RLM 76. The RLM 75 patches were sprayed freehand as was the black tail. When completely dry the model was buffed with a nail stick to a mirror-like finish and the superb decals (printed by Cartograph) applied.

Having had a disaster with Mr Mark Softener decal solution with Dragon's decals I decided not to use any and I didn't need it anyway. After a squirt of Xtracrylics matt varnish the model was post-shaded. I had a disaster when I masked the flaps for a bit of weathering action and promptly pulled up a large section of walkway decal, so after lots of swearing and masking the walkway was resprayed.

To finish off, the undercarriage was added and the nose wheel oleo was lengthened to increase the nose-high sit. The etched radar aerials were too flat so I used the plastic parts and the remaining sticky-out bits were glued on. ■

MODEL INFO

SPEC: Dragon 1:48 Focke-Wulf Ta 154 Moskito
KIT NO.: 5522 **MATERIAL:** IM, PE
AVAILABILITY: The Hobby Company Ltd (UK Importer) and Dragon stockists worldwide
PRICE GUIDE: £25.99

The new nose oleo yoke is one of the additional parts seen in this edition that were never in the Pro-Modeler version



The black tail on this option was, in reality, covered with wool tufts to explore airflow over the vertical tail surface; something that is a little difficult to reproduce in 1:48!

YOU WILL NEED...

Before Starting:

- Cyanoacrylate
- Tamiya Extra Thin Liquid Cement
- Masking Tape
- Blu-Tack
- Scalpel, with IOA blade
- Micro-mesh Files
- Prismacolor silver pencil
- Kristal Klear



Paints Used:

Gunze Sangyo
Aqueous Color acrylic:
H12 Matt Black
H65 RLM 70
H69 RLM 75
H70 RLM 02
H416 RLM 66
H417 RLM 76

Humbrol enamel:

11 Silver
24 Matt Yellow
34 Matt White
33 Matt Black

Xtracrylics acrylic:
Matt Varnish

Tamiya acrylic:

XF-1 Flat Black
XF-2 Flat White
XF-10 Flat Brown

Dimensions

Span - 53ft 6in (A-1)
Length - 41ft 2 3/4in (A-1)

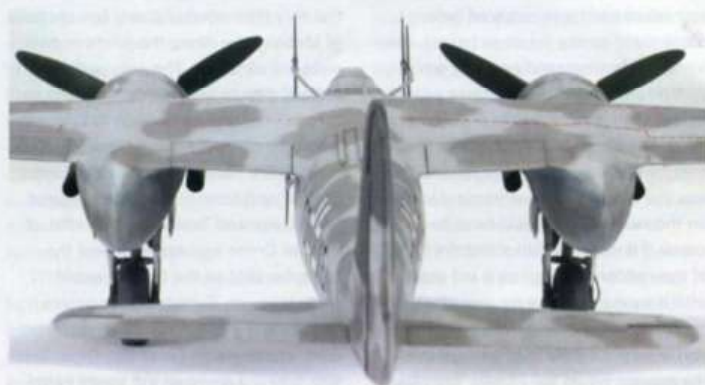
Dimensions - 1:48

Span - 333mm
Length - 262mm

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

DER'

Although out for the first time in a Dragon box, this 'reissue' has been updated and now includes extra parts for three different versions



Being of wood construction the Ta 154 does not have a mass of panel lines and you need to avoid the temptation to weather it too heavily



Getting the kit to sit correctly is a real problem, as there is little forward of the leading edge and a lot hanging out behind the trailing edge, not a good combination!

ALSO RECOMMENDED...

References

- Focke-Wulf Ta 154 Moskito, Close-up No.22 (Monogram Aviation Publications)
- Focke-Wulf Ta 154, Flugzeug Profile
- Focke-Wulf Ta 154 by M. Griehl, Luftwaffe Profile Series No.12 (Schiffer ISBN: 0-7643-0911-0)
- Focke-Wulf Ta 154 by D. Kyhra, X-Planes of the Third Reich (Schiffer ISBN: 0-7643-1111-5)
- German Aircraft Interiors Vol.1 (Monogram Aviation Publications)
- Luftwaffe Nightfighters, Model Art No.480
- Luftwaffe Warbirds Photo Album Vol.4, Tank Magazine Special Issue (Delta Publishing 1993)

FINAL VERDICT

■ This is a fine kit of an unusual aircraft that goes together reasonably well. I think the etched sheet is unnecessary, as the plastic radar aerials and instrument panels are superior, and I left the sheet untouched. It would have been nice to have rear cockpit consoles, seat belts, rudder pedals and torque links instead. The decals are some of the best I have seen, including aftermarket, and you will be left with plenty for your decal bank. All-in-all I can highly recommend this kit to Luftwaffe fans, just remember, two-thirds of the weight is behind the main wheels!

RELUCTANT DRAGON

Czech Model continue to reproduce the more unusual subjects in 1:48 with the release of the S03C Seamew

When looking at the Curtiss Seamew for the first time the only thing that comes to mind is 'It's an unusual design', to put it politely. Alternatively you could say it's an ugly little brute! Underpowered by its V12 Ranger engine it gained the nickname of the 'Reluctant Dragon' - reluctant to take off and always draggin' its... float! The Seamew is never going to hit the top three in a most-wanted kit survey, so it is down to Czech Model to fill a gap in our USN collections.

In the box there are two sprues of dark grey injection moulded parts, the first of which consists of fuselage and float parts and the second the wings. These unfortunately have a distinct warp to them, more of which later. The canopies are injection moulded and reasonably clear. The downside here is that they are also very thick which is only a problem if you wish to open them up. Finally we have the resin parts, the majority of which are for the cockpits. Made by True Details these are the highlight of the kit, crisply cast with excellent detail, and it is such a shame to hide it all away under a thick closed canopy. Decals are very nicely printed being sharp, opaque and thin, very much like a quality aftermarket sheet.

The first task was to separate all the components from their fairly heavy sprue attachments with a razor saw. This done it was obvious that some preparation with files, emery and an angle grinder (!) were required. Most of this was on the trailing edges of the wings and tail area of fuselage. All



Weathering a subject such as this needs to be subtle, as aircraft operated at sea could not be allowed to get too scratched etc., for fear of corrosion

the mating faces needed cleaning up, along with internal ejector pin stubs that needed removing. This done I turned to the resin, which proved a lot quicker and easier to clean up. Once the cockpit and plastic parts were all adjusted and into the fuselage halves they were washed with warm soapy water to remove any remaining release agent and dust. When they had dried out the compressor was fired up and a coat of Lifecolor Interior Green was applied. This was followed by drybrushing with a lightened shade of the base coat to highlight the framing on the floor and sidewalls and a light wash of grey oil paint followed to give contrast. While all this was drying the floats and tailplanes were secured and my attention turned to the wings. These are fairly thick mouldings so getting rid of the warping would take some thought. My solution was to glue the angled tips with Plastic Weld and a lot of strong clamps and then leave this aside for a couple of days to set solid. With the clamps removed a hot air gun was used to heat and soften the wings; alternatively some hot water would probably work but I wanted to make sure! They were then clamped onto a piece of wood to keep them flat and the roots nailed together with cyanoacrylate glue and activator. Plastic Weld

was then flowed along the leading and trailing edges and once again they were set aside to go well and truly solid. When I finally unclamped the wings I was pleased to see they were now nice and straight, just requiring cleaning up along the joints.

Moving back to the cockpit, detail painting was carried out as per the instructions and the only additions to the kit were in the form of aftermarket seat belts from the spares box. The partial engine was painted, as it is visible through the front intake, and installed in the fuselage half along with the cockpit parts. Once again the quality of the resin shows in that hardly any adjustment was required before I could close up the fuselage halves. The front and bottom cowl parts were added to the fuselage and once again fit was very good with just a swipe of a sanding stick to blend them in. The only joint that needed any real attention was the rather odd near-vertical joint on the tail fin. This would have been easier if it were divided along the line of the rudder post, but as it is I dealt with it by running a razor saw along the gap until it was even all the way down and inserted a strip of plasticard into the groove. When the Plastic Weld had dried the strip was then sanded flush with the surface of the fin. Before add-

MODEL INFO

SPEC: Czech Model 1:48 Curtiss S03C Seamew **KIT NO.:** 4817 **MATERIAL:** IM, R
AVAILABILITY: Pocketbond (UK Importer) and Czech Model stockists worldwide
PRICE GUIDE: £39.95

ing the flying surfaces I decided to fit the canopies. The rear would be closed but I wanted the front open so out with the razor saw again. With the front separated into three pieces the fixed front and rear sections were added to the fuselage along with the rear gunner's canopy. When they had set some PVA was run around the joints to seal them. They were then masked with Tamiya tape to protect them from what was coming next. Because of the thickness of the front sliding section of the pilot's canopy it was never going to fit over the spine, so a two-inch square of clear acetate was warmed over the cooker ring until soft and then pulled down over the fuselage behind the cockpit. Once it had cooled it was removed and cut to match the kit sliding section = DIY vac-form canopy! Remember to hold the acetate over the cooker with tweezers or similar, as it gets very hot! Assembly-wise all that was left was to join wings, tailplanes and float to the fuselage and it was ready for some paint. Despite the lack of locating pins and tabs everything lined up well, and the only filler needed was a few spots of Mr Surfacer along the joints to complete the airframe. The only parts that I did add pins to were the wing floats as they have a very small mating face and would be very vulnerable once installed.

With the canopies masked the open cockpit and front intake were plugged with tissue and Tamiya tape. A coat of Interior Green was sprayed over the canopies first so the frames would show through. Tamiya acrylic paints were used for the three camouflage colours, starting with Gloss Sea Blue. This was sprayed along all the upper panel lines to start the pre-shading process. Some white was added to lighten



The decals settle into panel lines without fuss

YOU WILL NEED...

Before Starting:

- Cyanoacrylate
- Plastic Weld
- Masking Tape
- Pacer Formula 560 PVA
- Blu-Tack
- Micro-mesh Files
- Mr Mark Setter & Softener (Gunze Sangyo)
- Mr Surfacer 500 (Gunze-Sangyo)



Paints Used:

- Tamiya acrylic:
- XF-17 Sea Blue
- XF- Intermediate Grey
- X-2 White
- X-18 Semi-Gloss Black
- X-19 Smoke
- X-23 Clear Blue
- X-27 Clear Red

Games Workshop acrylic:

- Boltgun Metal
- Chainmail
- Chaos Black
- Skull White
- Sunburst Yellow
- Blood Red

Lifecolor acrylic:

- UA004 Interior Green

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



Alan opted to make a simple 'section' of catapult unit and mount it on a marble base to ensure stability

the Glossy Sea Blue and the panels were filled in, finishing with an overall coat to blend the top surface colour. This was also carefully sprayed along the panel lines of the Intermediate Blue Grey areas to pre-shade them. Intermediate Blue Grey followed in the same way as the Glossy Sea Blue, filling in the panels and then blending them in, carrying on to pre-shade the panel lines of the white areas. The only hard-edged demarcations are on the wing undersides at the fold line. These were masked with Post-It Notes and white paint was applied to the wing undersides. The bottom of the fuselage was sprayed freehand, though.

With the paint dry the surface was buffed with a soft cloth in preparation for the decals. These went on with a minimum of fuss with just a couple of spots of Micro Sol required to bed them down into the panel lines. At this point it stood out that either the decals or box

art were wrong as the nose art is shown on the box as white with a red border but the decal comes as just the red outline. To add a touch of colour I decided the box art was the way to go, so out with the fine paintbrush and magnifier! The last parts were now added: aerial mast, wing floats and propeller, and the whole model received a coat of Vallejo satin clear to blend everything together. With the canopies unmasked the sliding section, pitot and aeriels were added leaving just a few details to be picked out with the paintbrushes. A few paint chips and scratches were added with a silver (Karisma Kolor) pencil and Games Workshop Boltgun Metal paint. Probably the worst part of the kit was the beaching gear, and I had decided very early on that this was going in the bin, so now I needed some way to display the model. The editor tried to talk me into a seascape but I had another idea. ■

The majority of the interior is resin, all made by True Details, and it is needed considering how much 'glass' there is

Surface detail is very good, but being limited-run you always run the risk of sanding certain areas smooth

DISPLAYING THE SEAMEW

The plan was to make up a section of catapult, not the whole thing, as it would be about two feet long. Also it would be a representation and not an accurate replica. To start with, a section of EMA girder about ten inches long was bought from my local model shop's railway section. This was cut in half and trimmed until it looked right. Three strips of plasticard were cut to match the length of the girders and approximate widths for the sidepieces. The float was measured for width and the centre strip cut to match that. A square of plasticard was cut to match the width of the bottom of the girders and then the whole lot was glued together with cyanoacrylate. A couple of card templates were made to the profile of the float and then transferred to some plasticard. Some sidepieces were added to give them some support and then this was glued to the top of the girder assembly. A short section of railing was added to the rear side strip, which was just a length of Contrail rod. To complete the top end a length of brass rod was fixed to one of the float bulkheads and a hole drilled in the bottom of the float. The whole thing was sprayed with Halfords Grey Plastic Primer and shaded with the airbrush. The cut ends were picked out in red for that 'museum sectioned' look! The assembly was then fixed onto a block of marble, which looks nice and gives a bit of stability! This may seem extravagant but it was robbed from an old trophy from the old days of racing radio-controlled cars, so if you need a marble plinth check out your local trophy shop.

ALSO RECOMMENDED...

References

- *Carrier Air War in Original WWII Color* by Lawson & Tillman (ISBN 0-87938-9834)
- *Curtiss SO3C Seamew* (Steve Ginter 1999)

Dimensions

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

Dimensions - 1:48

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

FINAL VERDICT

■ To sum up this build I would say that this kit would be a good first mixed-media, limited-run kit, apart from the wing warp problem. Now it is finished it looks good, especially on its plinth, and will stand out in your collection, even if it is because it's an oddball little plane.

TIFFIE - THE NEX

We have all seen kits in the last decade of the 'Eurofighter', most depicting the EF-2000 test airframes, but at last Revell have produced an up-to-date kit of the version now in service in the UK, Germany and Italy.

BUILT & WRITTEN BY
 NICK J. WIGMAN FROM THE UK



MODEL INFO

SPEC: Revell 1:48 Eurofighter Typhoon

Single-seater **KIT NO.:** 04568

MATERIALS: IM AVAILABLE FROM:

Revell (UK Branch) AG (UK Distribution)
 and Revell stockists worldwide

PRICE GUIDE: £14.99

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Tamiya Extra thin cement
- Plastic Weld
- Sidecutters
- Tamiya masking tape
- Halfords White Primer
- Micro-mesh polishing pads
- Sanding Sticks & Files
- Microscale Kristal Kleer
- Bare-Metal Plastic Polish
- Bare-Metal Foil (Chrome)
- Pacer Formula 560 PVA
- Micro Set & Sol solutions

Recommended paints:

Alclad II lacquer:
 Aluminium
 Dark Aluminium
 Steel
 Jet Exhaust

Polly S acrylics:
 Black
 White
 Yellow
 Tyre Black

Tamiya acrylics:

X-2 White
 X-11 Chrome Silver
 X-21 Flat Base
 X-25 Clear Green
 X-27 Clear red
 XF-16 Aluminium
 XF-19 Smoke
 XF-58 Olive Green
 XF-58 Olive Green
 XF-63 German Grey

Xtracrylix acrylics:

XAIF Flat varnish
 XAIG Gloss varnish
 XAIO03 Medium Sea Grey
 XAIO15 Light Aircraft Grey
 XAIO17 Camouflage Grey
 (Barley Grey)
 XAII35 Dark Compass Grey
 XAII36 Light Compass
 Grey
 XAII38 ADC Grey
 XAII39 Light Grey
 (FS16495)
 XAII41 White
 Thinners

Dimensions

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

Dimensions - 1:48

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

T GENERATION

The kit comes supplied in a fairly large end-opening box crammed full of parts spread over no fewer than seven light grey plastic sprues and two smaller clear ones, containing the windshield, canopy hood, HUD glass and a few lights. Two complete sprues are used exclusively for the variety of under-wing and under-fuselage stores, and a very impressive variety is included too: We have 2 AIM-9L Sidewinders, 2 GBU-24B Paveway III, 2 AIM-132 ASRAAM, 4 AIM-120B AMRAAM, 4 Meteor BVRAAM (Beyond

Visual Range Air to Air Missile), 2 IRIS-T SRAAM (Short Range Air to Air Missile), 2 Storm Shadow CASOM (Conventionally Armed Stand-Off Missile) Stealth cruise missile, 2 Taurus KEPD 350 (short for 'Target Adaptive Unitary and Dispenser Robotic Ubiquity System / Kinetic Energy Penetrator and Destroyer'), 3 1000lt fuel tanks and a (German) Reconnaissance pod...all-in-all very comprehensive! The aircraft itself has options for open or closed speed brake, open or closed refuelling probe, open or closed tail feathers, and open

or closed canopy. Construction looks to be fairly conventional although the tricky area on initial inspection appears to be the air intake, which comprises a number of parts with inevitably tricky joins. All the mouldings look very good with nice recessed detail, and the windshield and canopy have a central seam that will need to be removed. To round things off, an excellent and substantial decal sheet contains markings for all the stores plus options for three RAF aircraft and one each for Germany, Austria, Italy and Spain.

The attachment for the canopy is not strong if you decide to pose it open, therefore Nick reinforced the 'ram' with a length of wire



ALSO RECOMMENDED...

References:

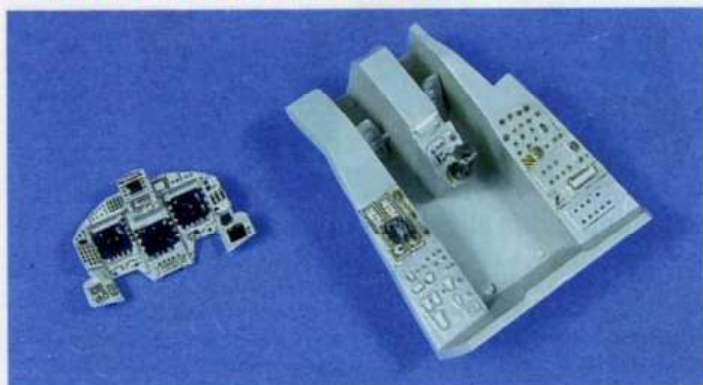
■ Air International September 1988 & January 1993

That Extra Detail

Nick has highlighted that this kit could do with things like seat belts etc, well never fear as Eduard have just released both a standard and 'Zoom' set for this kit, both of which are pre-painted. The former set (#49-367/£13.50) does both interior [pre-painted] and exterior detail, while the 'Zoom' set (#FE367/£4.99) just has the pre-painted cockpit interior elements. You can even get die-cut tape masks for the canopy and wheels from Eduard as well (#EX191/£3.70).



⚠ Wear the right protective clothing when advised

STEP BY STEP GUIDE - CONSTRUCTION

The kit cockpit has a good amount of detail. A good number of decals are used here, in addition to some careful painting.

Right: The main undercarriage bay



Left: The assembled and almost complete intake

**THE BUILD**

The first two stages of the instructions cover making up the Martin-Baker Mk 16A ejection seat, and although well produced and quite accurate, the seat belts are moulded in situ, so these were sanded off and later replaced with textured foil (the old foil from a cigarette packet...although I am not condoning taking up the habit, I might add!). The seat back of the real thing has a Carbon Fibre finish, so this kit part was covered with a fine weave 1:24 scale car Carbon Fibre decal (thanks AI!), which looks the part. The rest of the cockpit goes together well, and although many of the panels and switches are represented by a good number of decals (twelve in all),

some careful painting is also required, especially on the instrument panel. No decals are included for the three MFD's (Multi-Function Displays) though. I used Xtracrylix Light Compass Grey as the basic cockpit colour. After inserting a small pipe into the left fuselage half, the fuselage halves were joined together along with the cockpit tub (minus the seat which was left out until much later), and the fit all round here was very good.

Step 8 covers construction of the nicely detailed main undercarriage bays, while step 9 deals with the intake. Basically it consists of a top and bottom half (which also contains the nosewheel bay), blanking discs for the intake



The seat is made up of five parts. Note the moulded-in seat belts



The intake/nosewheel bay and main undercarriage bay fitted to the lower wing

trunking and a splitter plate (which was left off until later). The top and bottom halves fit together well, but there are joins that need to be eliminated with a little filler. I found that some wet 'n' dry rolled into a tube worked well for sanding the joins smooth, and a few coats of Halfords white primer was then applied followed by a coat of Tamiya flat white.

The lower wing is very well moulded, as it is quite a large and complicated shape, but some holes needed opening up to accommodate the underwing pylons, after which the main undercarriage and intake/nosewheel bays were fitted.

After masking and spraying the top splitter (to avoid tricky masking later on) it was added to the fuselage, and

once some weight was inserted into the nose cone it too was glued in place. There are two small side panels to fit into each side of the intake area and these needed some filing around their edges to obtain a decent fit.

At this point I deviated from the instructions and added the cockpit and spine inserts to the top of the fuselage. The fit here does need care, and some filler was needed around the cockpit insert to blend it all in. This insert has two sloping portions that represent the canopy sills, so if closing the canopy care must be taken to ensure that the canopy fits well to the insert. The one thing that baffled me was that when adding the cockpit there was a very prominent step

IN DETAIL

The Sidewinder and AIM-120 missiles are dwarfed by the other munitions!



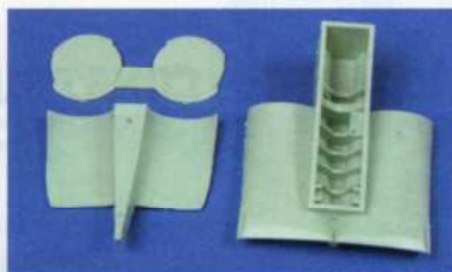
The tip lights need to be picked out in 'clear' colours while the formation lights are decals

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

The seat covered in fine weave 1:24 Carbon Fibre decal for cars



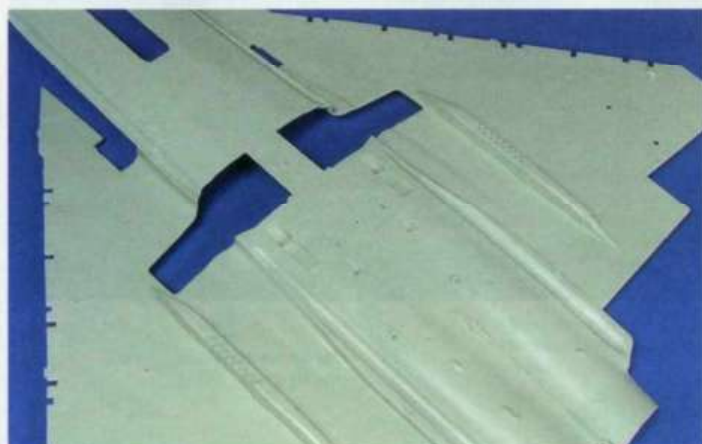
The finished seat showing the seat belts made from foil



The constituent parts of the intake/nosewheel bay



Here you can see the resulting central seam inside the intake



The kit features superb surface detail



It is evident that a two-seat version of the Eurofighter will soon be produced!

between the instrument panel (which doubles as the rearmost part of the cockpit coaming) and the coaming moulded into the fuselage halves, which looked wrong? I had no definitive references for this area and so may have got it wrong (hope not!), but judging by photos I decided to fill and sand this area flatter, thus reducing the step.

The surface detail of the model is excellent, but some panel lines appear to be slightly erroneous (especially when compared to the painting and markings pages of the instructions); a few are missing or wrong, while others need to be removed. I didn't correct them all as this is basically a from-the-box build, but I did correct a few. Along each fuselage side are four roughly

square panels that, although correct, are barely visible on the real aircraft. I opted to fill these in and sand them smooth, as the real thing is fairly devoid of panel lines especially along the sides of the fuselage. There is also a slight step roughly half way along each fuselage side (caused by multi-part tooling most likely), and this too needs to be sanded out.

Now the lower wing assembly was glued to the bottom of the fuselage and the fit all round was good. Both top sections of the wings followed on, and although the wing root joins were good, they needed care and attention to get the fit as snug as possible. The lower wing and top wings join together slightly oddly in that the ailerons are

only moulded into the top, while the inboard flaps are present on both top and bottom. This means that you get a slight step that needs to be eliminated and that the trailing edges aren't of even thickness.

The wingtip pods were made up along with the fuel tanks and pylons, and the array of undercarriage doors, speed brake and refuelling probe cover all cleaned up ready for painting. The airframe was given a 'once over' to check for any flaws, the cockpit and intake were masked off with Blu-Tack and once I was happy the airframe and the extras mentioned above were all given a coat of Halfords white primer and lightly smoothed (not polished to a shine) with a medium grade Micro-mesh.

For the overall camouflage I used Xtracrylix throughout, and getting the correct shade of overall grey proved to be trickier than I'd imagined. On looking at references (some terrific photos of the Eurofighter can be found at www.airliners.net) the grey sometimes looks light and other times quite dark! Being quite unfamiliar with these paints, first I tried RAF Camouflage Grey on some plasticard and this was way too dark. Light Compass Grey was too blue, Light Aircraft Grey wasn't blue enough and FS 16495 Light Grey was just too light. Hence by trial and error it was a mix of Camouflage Grey, white, Light Compass Grey and FS 16495 Light Grey which eventually prevailed (to my eye anyway!). This was thinned with Xtracrylix



Even though well moulded out of the box, there is still potential for more detail in the wheel wells etc



The grey of the airframe is at least broken up by all those stencils

STEP BY STEP GUIDE - CONSTRUCTION

The fuselage halves have been joined. Some filler has been added to reduce the step in the front cockpit coaming



Some filler was also needed to blend in the nose cone



The slight step present in each fuselage half, and the four square panels below it



This photo shows the fit of the intake into the fuselage. Note that a join will be present on both sides of the intake that will be virtually impossible to get rid of



Although the wing root joins were good, some filler was needed. Also the filled-in fuselage panels are visible



The airframe takes shape. This is a nice big model!



thinner and sprayed on in a few light coats. It went on nicely via the airbrush, but a primer is essential for these paints. The tone was lightened here and there to add some subtle variation. The colour for the nose cone was the same overall grey mixed with a touch of ADC Grey. These paints are meant to dry as 'decal-ready' but some areas weren't glossy enough so I used Johnson's Klear to obtain an overall shiny surface.

The decals are superb as they are very well printed, have good opacity and register and react well to setting solutions. There are many tiny stencils to add, so applying these is not a 5-minute job! The dark grey stencils are slightly too dark though, as they should

The underside: Note the filler present at the wing roots and ailerons. The neat fit of the leading edge slats into the lower wing is shown here too

IN DETAIL

The kit contains a wealth of missiles and pods with which to 'dress' the model





Eurofighter Tornado F Mk 2, ZJ818/AD, No.17 Squadron, Royal Air Force, 2006. Camouflage Grey overall with white codes on fin and pilot's name beneath cockpit; black/white markings flanking fuselage roundels. Roundels in pink and light blue on fuselage sides, above port and below starboard wings



Eurofighter Tornado F Mk 2, ZJ921/BW, No.29 Squadron, Royal Air Force, 2006. Camouflage Grey overall with white codes on fin and pilot's name beneath cockpit; red/white markings flanking fuselage roundels. Roundels in pink and light blue on fuselage sides, above port and below starboard wings



Eurofighter Typhoon, 30+19, JG.74, Luftwaffe, 2006. Grey FS.36375 overall with national markings on fuselage sides, above port and below starboard wings; codes in black, outlined in white



Eurofighter Typhoon MM.7278/4-12, 4° Stormo, Italian Air Force, 2006. Grey FS.36375 overall; roundels on fuselage sides and above port and below starboard wings. codes in light blue, thinly outlined in black. Italian flag on fin commemorates Italy's football World Championship title, July 2006



Eurofighter Typhoon, C.16-26/11-06, Ala 11, Spanish Air Force, Morón Air Base, October 2005. Grey FS.36375 overall with national markings in six positions; all lettering and markings in black



"The windscreen and canopy are beautifully moulded but have a seam running down the middle of each that needs removing. This is quite common in modern models, and a careful scrape with a scalpel followed by various grades of Micro-mesh rounded off by an application and polish with Bare-Metal Plastic Polish did the trick"

Getting the colour right was a bit of a trial, RAF Camouflage Grey was too dark, Light Compass Grey was too blue, Light Aircraft Grey wasn't blue enough and FS 16495 Light Grey was just too light!

look more subtle, while the formation lights beneath the cockpit (as supplied in the kit) are intended to go straight onto the fuselage. This is incorrect as they should be slightly raised from the surface, so a small strip of Tamiya masking tape was painted and applied to each side of the nose and then the formation light decals were applied over the top.

Just to add a bit more contrast to the overall tones, some much thinned Tamiya Smoke (X-19) was sprayed along some, but not all, panel lines and watercolours were used to highlight some of these panel lines also. Adding the watercolours is a dilemma because the model would be more accurate without the lines being highlighted, but would then look fairly boring...your choice!

The undercarriage assemblies are well detailed and make up without

problems, while adding the speed brake is tricky in that the fit of these parts (namely the brake itself and the way it fits into the spine) doesn't quite look right to me, and the purist will probably choose to correct this area? I used Bare-Metal Chrome Foil for the speed brake actuator as it is so prominent. Of note is that the speed brake is rarely seen open, but to close it in the kit would require filling, sanding and probably rescribing as the fit isn't great. The exhaust cans were sprayed with various tones of Alclad II and added to the model, and here some trimming of the openings in the rear of the fuselage was needed to get a better fit, as otherwise they are quite tight.

The windscreen and canopy hood are beautifully moulded but have a seam running down the middle of each that needs removing. This is quite

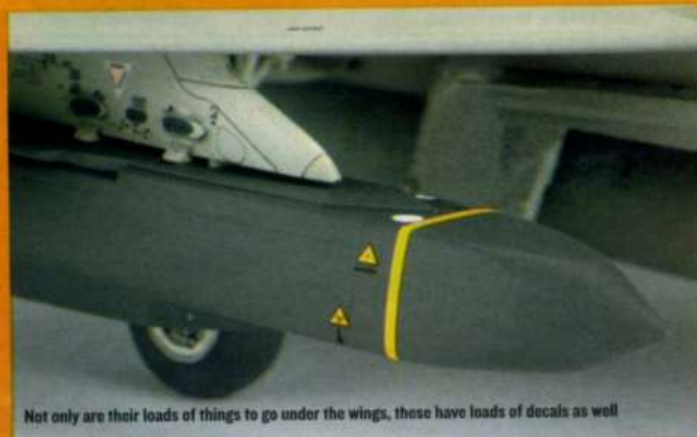
common in modern models, and a careful scrape with a scalpel followed by various grades of Micro-mesh rounded off by an application and polish with Bare-Metal Plastic Polish did the trick. Both clear parts were then masked off with Tamiya masking tape, and first sprayed black to get the interior colour, then the overall grey from before. Once the seat (which is a fairly tight fit into the cockpit) was installed, the model was given a coat of matt varnish which, in the absence of my usual Polly

S Matt, was made up by adding a few drops of Tamiya X-21 Flat Base to some Xtracrylix matt varnish, which would otherwise be slightly satin. This was also applied to the canopy and windshield before removing the masking from these parts.

The HUD glass was fitted along with the windscreen (using the hood as a guide) and both were attached using Pacer Formula 560 (available from Littlecars.com), a superb and very strong PVA adhesive. Fitting the canopy



IN DETAIL

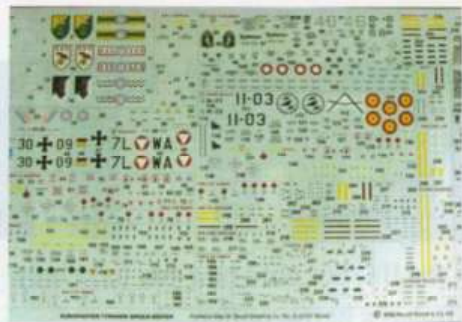


Not only are their loads of things to go under the wings, these have loads of decals as well



Subtle contrasting shading was done to liven up an otherwise drab scheme

STEP BY STEP GUIDE - PAINTING & DECALING



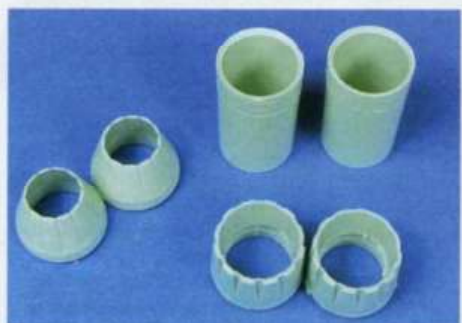
Here is the impressive decal sheet



The underside has had the decals applied along with some watercolour to highlight the recessed detail



Only some selected panel lines were highlighted with watercolour



Optional open or closed exhaust cans are included in the kit



I chose the open cans, and here they are in place



The main undercarriage is very well detailed...



...and so is the nose gear



Here, the speed brake, refuelling probe, and seat are shown in place



The clear parts are superbly moulded, but the central seams need to be removed

hood was a bit trickier in that the actuator is near the rear of the hood and there is no anchorage point for it, and the canopy is front heavy. I attached a small length of brass wire to the rear of the canopy, and drilled a small hole into the rear bulkhead (of the cockpit area) to accommodate it, which solved the issue. The actuator is also slightly too long, making the canopy open a bit too far, so this part was trimmed a little. The navigation lights were painted Clear Red and Clear Green and added to

the respective wingtip pods, and a few small aeriels and sensors were then fitted in place, thus completing the build.

As mentioned earlier, a comprehensive variety of ordnance is provided in the kit, and I chose to make these throughout the build, at times when parts were drying, etc. The pylons and fuel tanks were completed at the same time as the airframe, so that just left the remaining stores needing to be assembled and painted. As is usual in all kits, parts such as the Sidewinders,

Meteors, IRIS-Ts, AIM-120Bs, and AIM-132s etc. are mainly one-piece mouldings needed the moulding seams to be removed by a gentle sanding. These were sprayed with a lightened version of the overall camouflage grey with the other detail colours applied by brush, glossed using Johnson's Klear, and the numerous decals applied. The Paveway IIs go together well, but the rear section containing the fins has quite a few seams that need to be removed. The sizeable Taurus and Storm Shadow

missiles all assemble well, but the nose cones of the Storm Shadows are slightly bigger than the bodies so some sanding and rescribing was necessary. No major problems were encountered with the reconnaissance pod (not applicable to the RAF versions). Strangely, the instructions show only RAF and German weapon loads, and not the other nationalities included in the kit? The spread of weapon parts is superb, and completes an enjoyable build. ■



FINAL VERDICT

■ At around £15, this big kit is yet another superb value-for-money release from Revell. There are some discrepancies here and there but this is generally an accurate kit. Although not necessarily a 'simple' build, I am sure that lesser experienced (but not for the complete beginner) modellers would have fun building it. On the other hand, the accuracy issues can be addressed, if so desired, fairly easily by the more experienced modeller. I hope some aftermarket accessories come out for this one, as it is a great basis for extra detailing. The area where an aftermarket replacement part would be best utilized would be for the intake, which is a tad shallow and has a few joints that are nigh on impossible to completely eliminate, albeit they are thankfully not too obvious.

With the added inclusion of all those stores (which are worth half the price of the kit at least!) and the superb decal sheet, it would be churlish to really criticize this one...it's an absolute steal! Nice one Revell!

Was it worth the money?

...simply terrific...get one!

THE AIRLINER TH

The Lockheed Hudson holds an important place in aviation history, especially in the UK, but until now you have only had the very old Airfix kit to work with. So, is this new co-op tooling from MPM/Italeri a better option...?

BUILT & WRITTEN BY REV JOHN MCMILLMURRAY FROM THE UK.

The Lockheed Hudson was a 1938 design that came from the famous Model 14 Super Electra airliner and it played an extremely important role within Coastal Command, replacing the inadequate Avro Anson. It saw widespread use with the RCAF, RAAF and RNZAF, plus limited service with the USN. Hudsons served admirably in

the reconnaissance, iceberg spotting for artic convoys and casualty evacuation roles, but it was in its primary mission of maritime patrol that it achieved most fame, shooting down the first enemy aircraft in WWII as well as sinking the first U-boat using rockets. By the end of the war Hudsons had been credited with 25 U-boats sunk, a truly outstanding aircraft in every way.

From the outset I had my eye on decal option three, a Mk IV of No.1 Sqn, RAAF based in Singapore representing a machine from the first batch of 50 aircraft ordered by the Australian government. The appeal was both subjective, in that I just love those large early-war national markings, and historical in that it was an RAAF Hudson (No.1 or 8 Sqn?) that first spotted the approaching Japanese invasion of Malaya on the 8th December 1941 and went into action immediately until losses forced a withdrawal to Indonesia. Whilst in the infantry I spent six weeks jungle training in Malaysia, based at an old RAF base in Kuala Lumpur (Western Tamu), so there was even more interest for me.

MODEL INFO

SPEC: Italeri 1:72 Lockheed Hudson Mk IV/V **KIT NO.:** I253 **MATERIALS:** IM **AVAILABILITY:** The Hobby Company Ltd (UK Distribution) and Italeri stockists worldwide **PRICE GUIDE:** £10.99



With lots of glass to mask and, as the text highlights, not the best overall fit, this little Hudson may try the patience of many

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Liquid Cement
- Tamiya masking tape
- Sidecutters
- Tweezers
- Sanding sticks & files
- PVA wood glue
- Gunze Sangyo Mr Surfer 1200



Accessories Used:

Aeroclub #G019 Browning 0.303in machine guns
Quickboost #QB72 021 Lancaster Machine Gun Barrels

Masks Used:

Eduard #CX156 Die-cut masks for the MPM/Italeri Lockheed Hudson

Paints Used:

Alclad II lacquer:
Aluminium
Steel

Humbrol enamel:
11 Silver

Xtracolor enamel:
X2 RAF Dark Earth
X1 RAF Dark Green
X30 RAF Roundel Blue
X31 Post Office Red
X117 Interior Green

Dimensions:

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

Dimensions - 1:72:

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

WHAT WENT TO WAR



John has spent a lot of time adding detail and dealing with fit problems to make this Hudson, the end result is excellent, but it is an uphill struggle at times

THE KIT

It comprises 143 grey and 29 clear injection moulded parts, 20 of which are not used for this version. The surface detail is finely engraved and is far better than if Italeri had actually originated the tooling! Five decal options are supplied covering RAF, RCAF and RAAF subjects as follows:

- Mk V, •Z, AM741, No.500 Sqn, Coastal Command, 1943/44 in Dark Sea Grey/Dark Slate Grey over white
- Mk V, RR•B, AM679, RCAF/Coastal Command, April 1943 in Dark Sea Grey/Dark Slate Grey over Sky
- Mk IV, US•K, A16-25, No.1 Sqn, RAAF, Malaysia, 1941 in Dark Green/Dark Earth over aluminium. I believe this should actually be A16-26 as A16-25 crashed before seeing service. I have therefore modelled it as A16-26 as it is clear from the photograph of US•K that it has the B camouflage scheme; this would therefore indicate the machine is

A16-26 as odd-numbered aircraft were painted in the A scheme

- Mk IV, FX•F, A16-123, No.6 Sqn, RAAF, Milne Bay, 1943 in Dark Green/Dark Earth over Medium Sea Grey
- Mk V, OY•X, AM667, No.48 Sqn, Coastal Command, 1941 in Dark Green/Ocean Grey over Medium Sea Grey

CONSTRUCTION

Construction starts with the bomb aimer/navigator's station and flight deck, and even though you hardly see a thing in the completed model I added a few items like seat belts out of pewter sheet and some quilting effect to the pilot and bomb aimer/navigator's seat using PVA wood glue (Humbrol Maskol masking fluid is better). The only modifications to these areas included extending the width of the flight deck Imm and decreasing the height of the control column by Imm. I also removed the very front section of the bomb

aimer/navigator's deck, as it would force the platform to sit too high at the front inside the three-piece clear nose.

It is important to decide early on what decal option you are doing, as step two directs you to remove the indicated area of fuselage ceiling in order to fit the astrodome later on, if required. I was really not too sure what was going on here, as I was under the impression that all Hudsons had astrodomes fitted and these were hinged down and attached to the left fuselage wall? When needed the plate was swung down and attached to the right and the astrodome swung up in its place. I was unsure so I opted to just go with the one photo I had of A16-26 and kept the solid ceiling as it was. Step two also begs the question of what you want to do with the fuselage door? I realised it would give me more work come the decaling stage, but I went ahead and chain drilled it out anyway. With

all preparatory work to the fuselage sides complete the rest of the interior details are made up and joined to the flight deck and bomb aimer/navigator's platform. Before any of this detail is attached to the left fuselage half it is best, however, to fit the fuselage windows. I did not do this myself at this stage, but with the Eduard masks now available they contain enough masks to locate the windows at this stage and mask prior to spraying. I fractured a number of the windows' radius corners attempting to force the clear parts into apertures that were clearly too small. Indeed only one was the right size and another slightly too large, all the others needed lengthening to get the windows in. The sprue attachment points on the windows will fracture the glazing if you cut into them with a scalpel blade, so I recommend you use a razor saw to detach all the clear parts. Also consider not attaching the bomb aimer/naviga-

ALSO RECOMMENDED...

References:

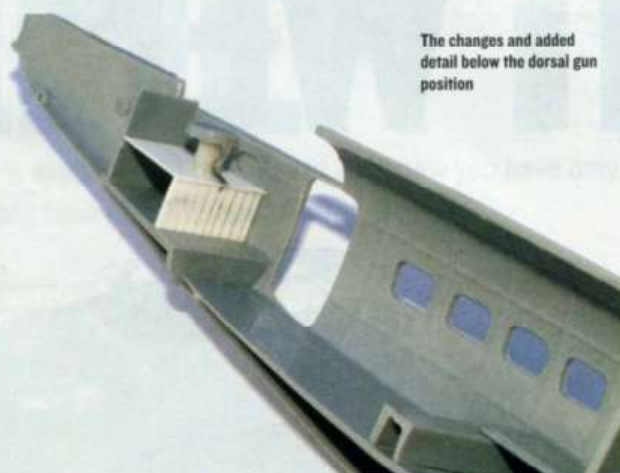
- Anson, Hudson & Sunderland in Australian Service by S. Wilson (Aerospace Publications Pty)
- Coastal Command 1939-45 by Ian Carter (Ian Allen Publishing)
- Lockheed Hudson Mk I to VI, Profile No.253 (Profile Publications)
- Lockheed Hudson in World War II (Airlife)
- Scale Aircraft Modelling Vol.13 No.8 (1991)



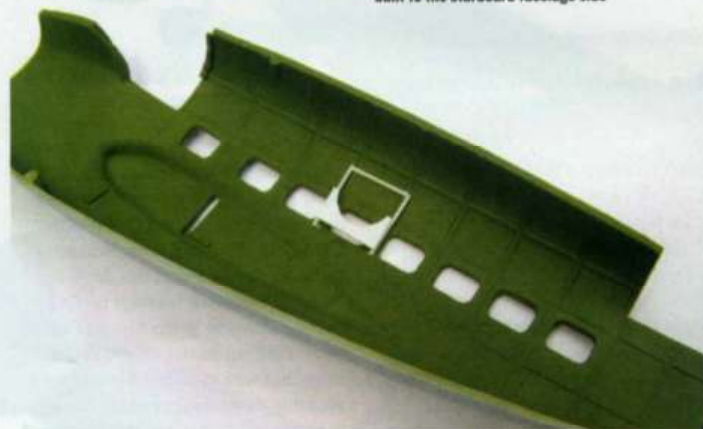
STEP BY STEP GUIDE - INTERIOR



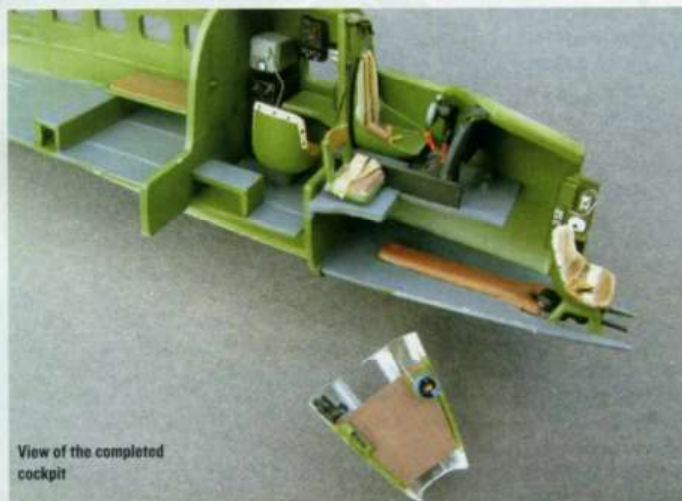
Overall view of the minor modifications made in the cockpit area



The changes and added detail below the dorsal gun position



The frame for the astrodome table scratch-built to the starboard fuselage side



View of the completed cockpit

tor's deck to the front bulkhead, as it is a real pain to get it to fit right inside the nose piece and you will struggle to stop it riding midway up the lower nose side windows. Consider chopping off the spars that form one piece with the mid fuselage bulkhead (#40A). You cannot get a decent fit of the wings with them intact so you may as well loose them now. Finally part 31A is wrong whatever you do, but I noticed later on in the

build that it was the wrong way up, not that you will ever see it again anyway!

In step three the windows are placed in the right fuselage half, as well as cutting out the astrodome area if needs be. A few other details are added to the fuselage deck including the rear spar, bed and dorsal gun platform. The latter is wrong and will be seen if the door is opened. The turret seat sits much higher up on a raised platform

but this is simple enough to make out of styrene card. I scribed some grooves into the vertical wall of the raised platform in accordance with photographs. Before the fuselage sides came together the interior was sprayed with Mr Surfacer 1200 primer followed by Xtracolor Interior Green (X117). I am not sure if this is the right shade, but it fitted in with the colour photos of restored examples. The anti-slip mat-

ting throughout the aircraft was painted a dark grey and the main instruments picked out in black. I decided at the end of the painting process to add some more wires and some throttles to the throttle quadrant (which can be seen). No fancy paintwork was really done as time was short and interior 'viewing' is limited. One thing I almost forgot to add was the fold-up astrodome rest that can be seen when folded down against

STEP BY STEP GUIDE - EXTERIOR

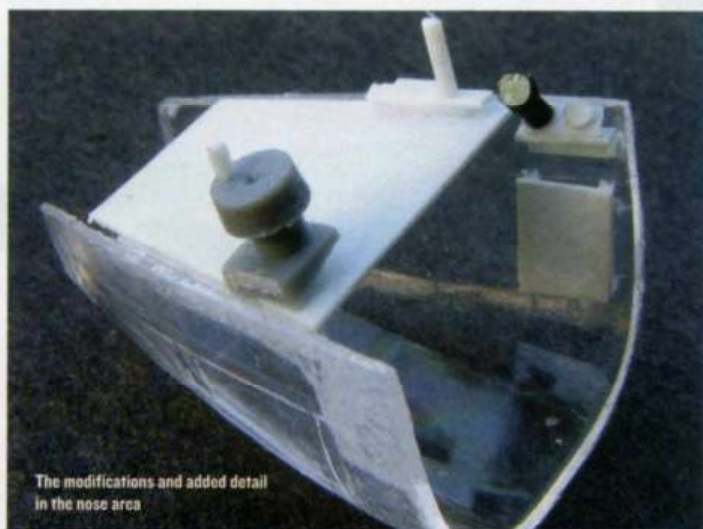


These two views illustrate very clearly just how poorly the engines nacelle components fitted



The fit of the wing at the root/trailing edge was not good either

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



The modifications and added detail in the nose area



WWII RAF Grey/Green or the dark FS-coded Interior Green?



Here you can see the completed interior, detailed and painted as described in the text

the right side of the interior. This was quickly made from styrene card and rod and painted in order to get on with getting the fuselage halves together. The fit of these is pretty terrible and you will need filler.

It was at stage five that I came to the conclusion that I would have been better off without the wing spar and so removed it in order to get the best wing fit possible. The join of the trailing

edge to the wing root is not great but easily filled. The dorsal fuselage part for the turret aperture is fitted at this stage, as are the all the tail parts. All the above fit terribly and require both filler and surgery. I noticed that even with the best fit possible the right side of the horizontal stabiliser drooped lower than the left but I hoped it would be less visible when the model was complete and on its legs – I was wrong!

I never noticed this during the build but MPM have designed the rudders to appear to have fairings into which the horizontal stabilizer and winglets insert. In fact this is not the case at all as these fairing should actually be fresh air so that the rudder can deflect right and left over the stabiliser and winglets. I just painted the fairings black as an afterthought but wish I had spotted this earlier.

The next step concerns the wings, the two halves of which sandwich the gear bay parts. The instructions tell you to cement in the oleo legs at this time, and although I did this for the benefit of this article I wish I had not as it is impossible at this stage to gauge just how accurately you have got the undercarriage rake and spread. As long as you are careful with your glue, and have had a few dry runs getting the



The tail unit fitted where it touched!

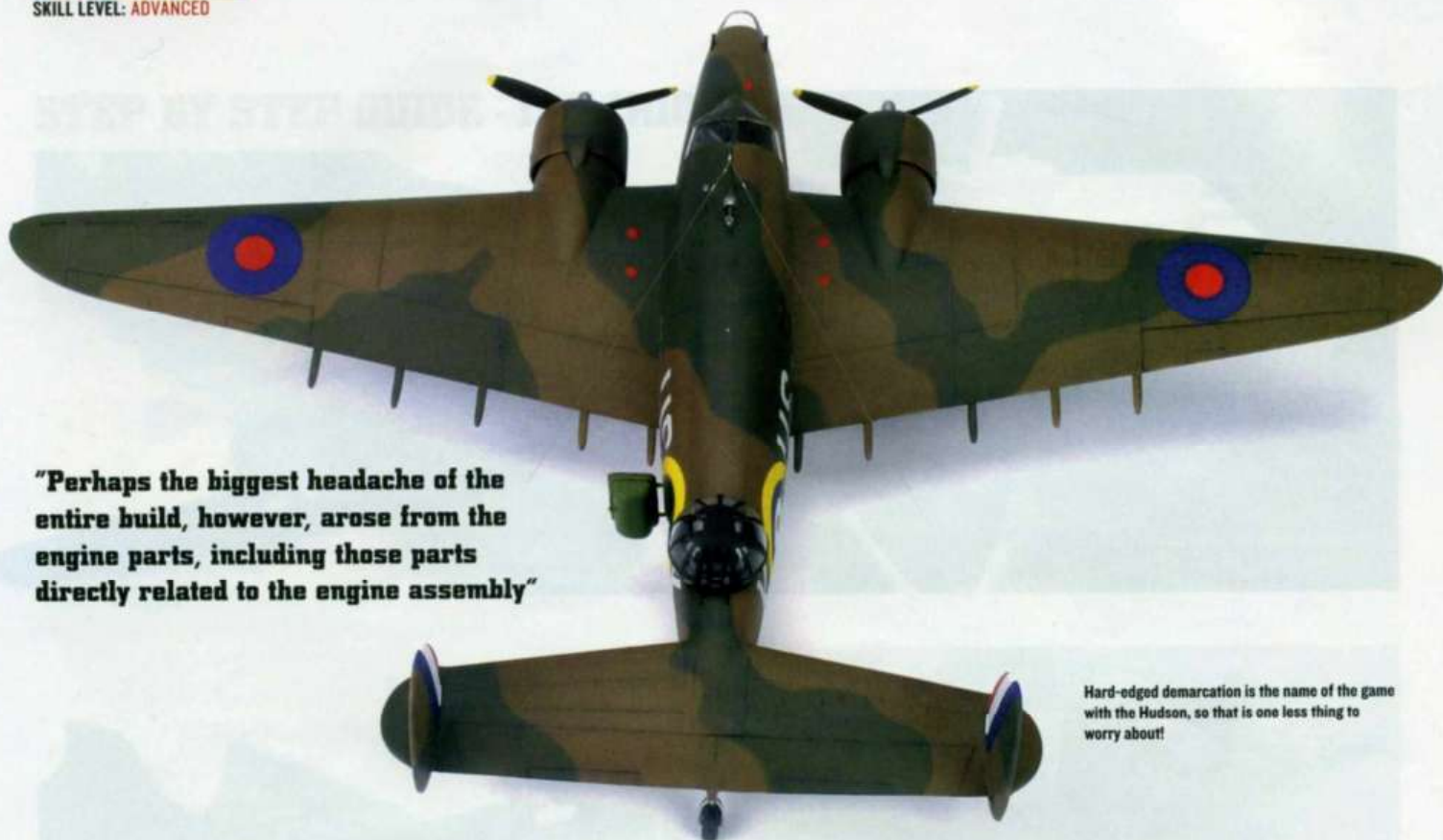


The modified navigator's deck before it was inserted into the fuselage



Filler, filler....

⚠ Wear the right protective clothing when advised



"Perhaps the biggest headache of the entire build, however, arose from the engine parts, including those parts directly related to the engine assembly"

Hard-edged demarcation is the name of the game with the Hudson, so that is one less thing to worry about!

oleo legs into position without touching any paintwork, you will be alright fitting the legs after spraying. If you are going to do anything fancy to the gear bays note that a lot more can be done to the small bulkheads that divide the gear bay in two (#34C), and the best time to do such modifications is before the bulkhead is cemented to the gear bay ceiling. I jumped the gun and started adding the engine nacelles at this stage instead of the next, and it is here that some of the most severe fit problems were observed, so you will need to pack the gaps out with styrene card before filling. The instructions make no mention of the landing lights that are provided in clear plastic and engraved into the lower wing surfaces, but these can be drilled out easily enough. I am not sure if all Hudsons had the landing lights in both wings, or if they were just painted over on one side on some of them?

Step six sees the construction and fitting of the engines and likewise the nose parts; the instrument panel is added at this stage but I had done that earlier. Dealing with the nose parts first – the navigator's table is a poor fit and could do with being replaced with styrene card. On top of the table and to the left sits the compass, not down below the table attached to part 38A as shown. Indeed the lip of part 38A is best cemented to the left wall of the forward fuselage as the plastic of the fuselage is much thicker than that of the clear part so you just cannot get a good fit by fitting it to the clear lower nose section as the instructions suggest. A little more equipment can be added but you will never see most of it again when the model is completed. Joining the upper and lower nose sections together will result in a poor join line that needs to be completely

smooth. It is hard to do this without eradicating the side window detail so you may want to consider purchasing the Eduard masks. The instructions show two small wind deflectors added to the nose halves (#14C), but I could not see these in any photos so did not use them. As mentioned earlier, I think it is best to cement the bomb aimers/navigator's platform into the clear nose rather than inside the fuselage, and fit the nose over it to avoid the platform riding up past the lower side windows. I ended up having to trim the sides of the platform to make this work.

Perhaps the biggest headache of the entire build, however, arose from the engine parts, including those parts directly related to the engine assembly. I have to confess that I am at a loss as to what I could have done better. The following difficulties are hard for me to explain as I feel a little uncomfortable

criticizing what I don't understand, but I will try my best to explain my findings. From a detail point of view a little more can be done to the engines by adding electrical harnesses and a few items to the reduction casings. Apart from the fact that the instructions direct the modeller to grind down either the engines or the nacelles in order for the parts to even fit, when you put the nacelle halves together you will find that the apertures are not even circular, they are oval! The panel and air scoop detail does not match up with where it should be in relation to the exhausts either! If you fit the engine assembly to the wing as per the instructions you also find that the cowl flap ring sits so high at the top that the opening of the carburettor fairing almost disappears. The carburettor fairing itself is wrong, as it should meet at the back in a sharp point, not flat as provided (I did

STEP BY STEP GUIDE - EXTERIOR, ENGINES & PROPS



... and more filler!



Trying to get the oil cooler to fit was a real struggle



I had to saw off a lump of the nacelle to get a better fit for the engine cowl

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



The limited-run nature of this kit, coupled with a very complex shape with lots of windows etc., make this a project only for the experienced

not spot this at first). The other issue concerns the oil cooler fairing, which you are instructed to place so that its rear is some distance away from the gear bay opening. As it is it should be right up against the opening for the oleo leg side support. Without measuring it I can not be certain but I guess it is therefore way too short at the front as it is impossible, straight from the box, to make the end meet the oleo legs and front opening to meet the cowl flap hinge line. The whole situation is a real mess and looks awful. Matters were made even worse when I discovered that, having fitted the oil cooler to butt up against the oleo leg and placed better shaped carburettor intakes in line with them at the top, I discovered that the rear of the engine nacelles could no longer meet them as the engine prevented further travel rearwards. I either had to take about 2mm off the back →



Adding details here and there has put a lot of extra character and interest into this model. The trick is to not add too much, especially with 1:72 subjects



A bit of detailing was added to the engine



New hubs, turned on a lathe, were fitted to each propeller



The new hubs were then set in rubber and new copies cast in resin



"The Boulton Paul Type C turret has been captured fairly well, although it should protrude a little more at the front lower half. The main problem is the lack of detail. Again not that much will be seen but more will be seen than anywhere else in the aircraft, so it's best to give it some thought"

of the engines or 2mm off the front of the rear nacelles. As I was unhappy with how much gap there already was between the rear nacelles and the cowl flap, I opted to take 2mm off the rear nacelles, thus getting a much reduced gap, enabling the engines nacelles to not completely cover over the aperture of the carburettor fairing, but being able to get all the parts to meet where they should. I am still however unconvinced that I have done the right thing. I think that the real issue is that the rear nacelle parts are too tapered at the front, creating too great a gap, and the engines nacelles are two great in circumference as well as misshapen, adding to both the gap problem and the fit problem, and that the oil cooler is simply too short. The final areas of concern are the propeller hubs. My decal option required the use of the Hamilton Standard propeller domes (#11C), but unfortunately, along with most small parts in this kit, the mould was so mis-

aligned that they were unusable. Not only were they hopelessly malformed they were also far greater in circumference than the area they were to suppose to fit to? At first I thought the problem lay with the propeller domes and so had my next-door neighbour churn out some new ones on a lathe. They looked great but rather thin! I then realised it was the hubs' fault; they are simply far too thin. Thankfully I had a number of kits with good examples of the Hamilton Standard propeller and so was able to chop off the propellers, add a few extra details and cast some resin copies at the same time as better-shaped carburettor intakes.

Step seven requires the addition of the majority of the external details, some of which you may elect to leave off until after spraying. The same is true with the main gear details in step eight, which are added to the already cemented oleo legs. Apart from some electrical fuse wire for the brake pipes the main



concern I had was with the kit's tyre tread. The treads given are concentric rather than the in the diamond pattern seen in every wartime photo. It was a real pain to do and I was getting a little fed up by now, but out came the vice and scribing tools and work commenced on trying to get a regular diamond pattern. I found it almost impossible to do very well by hand but could not get hold of a small enough knurling tool for my lathe. Anyway I did what I

could, scribed air vents into the back of the drum, reduced the lengths of the hub cover latches and then filled as best I could what remained of the concentric treads. Filler was also used to add a little weight to the wheels and then the completed wheel was cast in silicone to make a mould for another one.

The final step sees any last details come together, again subject to how you decide to go about painting your model. It is in this step that the propel-

STEP BY STEP GUIDE - DETAILING



Replacement wheels were also cast in resin



Quickhoast gun barrels and Aeroclub white-metal Browning 0.303s were used



The interior of the BP Type C turret was detailed

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

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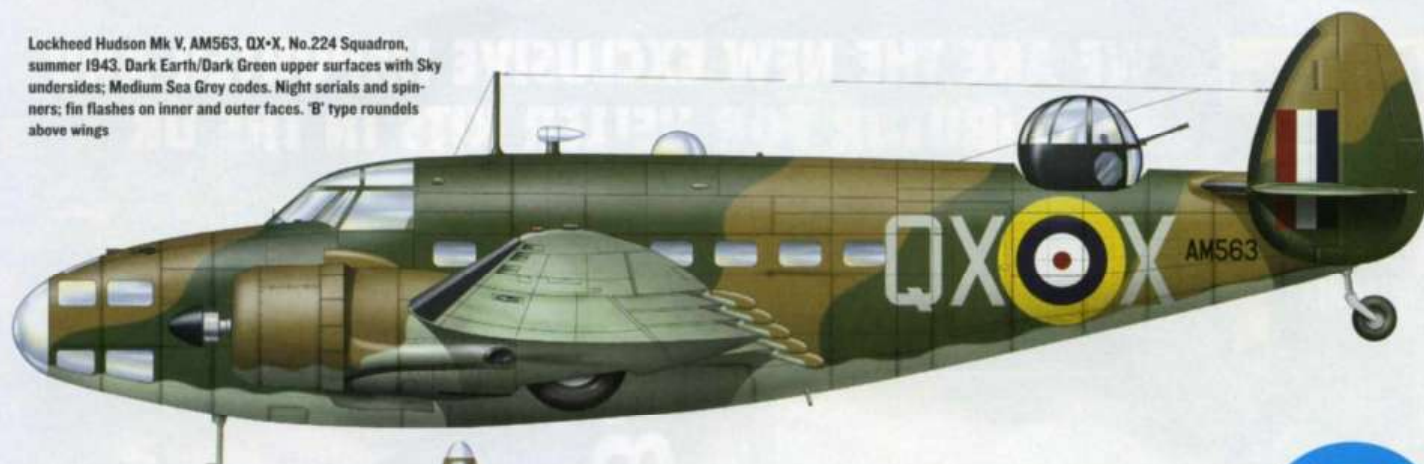
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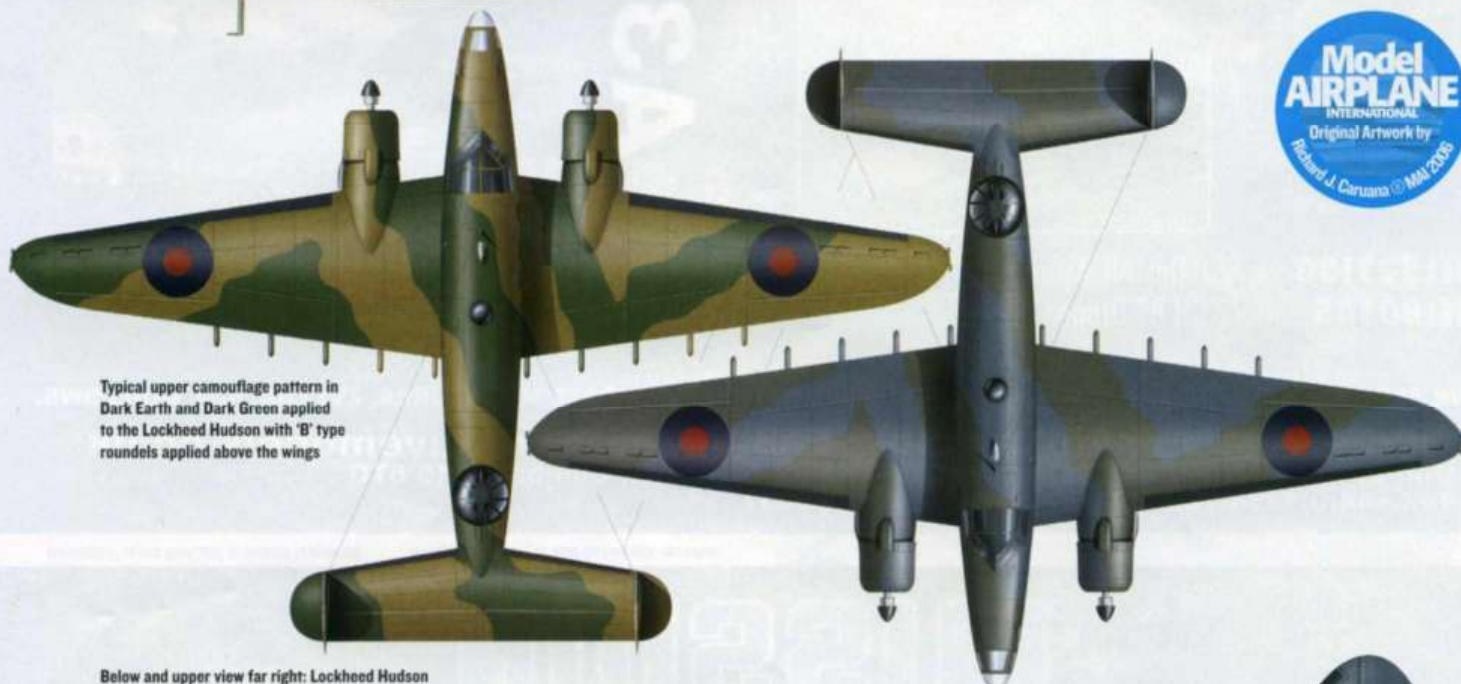
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Lockheed Hudson Mk V, AM563, QX-X, No.224 Squadron, summer 1943. Dark Earth/Dark Green upper surfaces with Sky undersides; Medium Sea Grey codes. Night serials and spinners; fin flashes on inner and outer faces. 'B' type roundels above wings



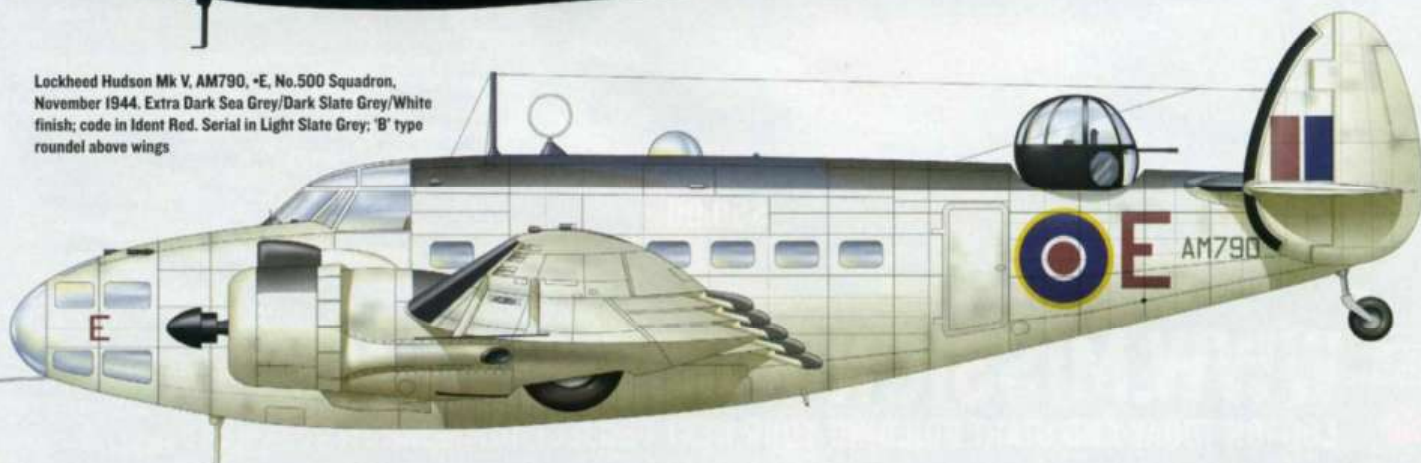
Typical upper camouflage pattern in Dark Earth and Dark Green applied to the Lockheed Hudson with 'B' type roundels applied above the wings



Below and upper view far right: Lockheed Hudson Mk V, AM579, OY-G, No. 4 Squadron, 1943. Extra Dark Sea Grey/Dark Slate Grey upper surfaces and Night undersides; codes in Medium Sea Grey. 'B' type roundels above wings; fin flashes on inner and outer faces



Lockheed Hudson Mk V, AM790, -E, No.500 Squadron, November 1944. Extra Dark Sea Grey/Dark Slate Grey/White finish; code in Ident Red. Serial in Light Slate Grey; 'B' type roundel above wings



Lockheed Hudson Mk I (later redesignated Mk IV), A-16-45, No.14 Squadron, RAAF, Pearce, 1941. US colours of Sand and Medium Green uppersurfaces with Aluminium undersides; Medium Sea Grey codes, black serials. Type A roundels in six positions; red spinners



Above: Lockheed Hudson Mk I (later redesignated Mk IV), A-16-3, No.23 Squadron, RAAF, Archerfield, 1941. US colours of Sand and Medium Green uppersurfaces with Aluminium undersides; Medium Sea Grey code. Type A roundels in six positions; black serials on fuselage sides, repeated in white below wings (see below)



Lockheed Hudson Mk IV, A-16-15, US-B, No.21 Squadron RAAF, early 1941. Dark Earth/Dark Green/Sky finish with Medium Sea Grey codes; black spinner and serials. Fin flashes on inner and outer faces



Lockheed Hudson Mk IV (originally designated Mk II), A16-76, NN-F, No.8 Squadron RAAF, Sembawang (Malaya). Finish as A-16-15 above with codes overpainted on side windows; yellow '327' on nose

Typical upper surface camouflage in US Sand and Medium Green, later replaced by Dark Earth and Dark Green respectively



lers are mentioned but this has already been covered along with the other engine issues. The two main construction concerns left relate to the Boulton Paul Type C dorsal turret, and the decal options that require the enclosed DF loop fairing. I do not know what was the problem with simply supplying the latter item along with the other clear parts, as surely in the process of research someone noticed that all the DF loop fairings were unpainted clear Perspex? Due to bad alignment I could not even use the grey plastic part provided but thankfully had just the right size DF loop fairing in my spares box, and so this was slightly modified and cast in silicone. Clear casting resins that I have used in the past are not the easiest things to work with, as it is almost impossible to get the trapped air out of them and they take a week to dry! I just had to try and get as good a cast as possible and then be patient enough to wait before I could handle it. When dry the resin item was added once the painting process was

complete. A DF loop was painted over it in black and then finally a number of coats of Humbrol Clear Coat applied to give a satisfactory example of a clear DF loop housing.

The Boulton Paul Type C turret has been captured fairly well, although it should protrude a little more at the front lower half. The main problem is the lack of detail. Again, not that much will be seen, but more will be seen than anywhere else in the aircraft, so it's best to give it some thought. Photographs of the turret off the Internet provided all that I needed, although at the time I took the photo showing the scratchbuilding I had forgotten about the joystick in the middle of the control bench. I used Aeroclub white-metal Browning 0.303s for the main body of the weapon along with Quickboost perforated barrels. These barrels were also used for the front armament in the nose and it is here that you see that they are sadly a little over scale and should really be only half

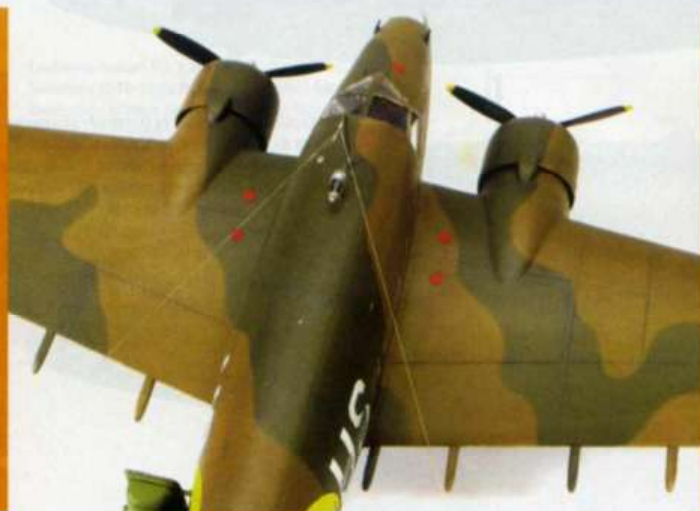
their diameter. Thanks to the Eduard masks (#CX156) masking the turret ready for spraying was not that difficult, although for some reason Eduard provides circular masks for the hexagonal windows on the front lower section? These were replaced and a number of areas where the masks had not been designed to fit the entire windows were filled in with Humbrol Maskol.

PAINTING

With all the masks in place the model was sprayed with Mr Surfacer 1200 Primer. This stuff is so silky smooth, so much better than Halfords primer, but more expensive. Having gone for the RAAF No.1 Squadron option from the outset the lower surfaces were sprayed at about 10psi with Alclad II Aluminium, shortly followed by Alclad II Steel for the panel lines before the entire lower surfaces were resprayed in the Aluminium to tone it all down. I wanted a rather weather-beaten look that captured the haste of operations

at this difficult time of the beginning of the war in the Far East. The same procedure of spraying the main colour, followed by a darker shade of the same colour followed by the original colour, was repeated twice more for the RAF Dark Earth (Xtracolor X2) and Dark Green (X1), using rolled up Blu-Tack to get a subtle feathered edge. The above colours, as well as such colours as Sky, were produced in America by the Dupont Paint Company to British D.T.D. specifications under the name 'Camouflageline.' These colours were indistinguishable in appearance from the British-produced paints, although a bit of confusion arose over the Sky paint due to Dupont calling it 'Sky (Type S) Grey' which, however, does not concern us with this option.

The camouflage diagrams given by Italeri for both A and B schemes are woefully inadequate and incorrect. It would appear that with the exception of some of the tail fin drawings Italeri have completely reversed the paint



STEP BY STEP GUIDE - PAINTING & FINISHING



The Eduard paint masks (#CX156) are indispensable



Shadows with Alclad II Steel are applied over the Aluminium base coat



The whole lot is then 'levelled' with another light coat of Alclad II Aluminium



The underwing registration came from a Superscale sheet (see text)



The mask made for the fuselage roundel (see text)



The Xtracolor red and blue used to touch-up the fin flashes



The scratchbuilt handle added to the fuselage door

colours within the two schemes. I am indebted to the work of the late Mike Keep and his drawings found in *Scale Aircraft Modelling* Vol.13, No.8 (1991), as these matched perfectly the photos I had and helped explain what Italeri had done wrong.

DECALS

As has already been mentioned A16-25 never saw action, being lost in May 1941. The model should be A16-26 and this aircraft survived to return to Australia. The squadrons were instructed to paint over the under wing serials but this was not done uniformly and photos of A16-26 upon its return to Australia show it still carrying under wing serials. Superscale #72-025 'U.S. I.D. Letters and Numbers, Various Sizes, Black' were therefore used to reproduce the under wing serials. They could not be used, however, to provide the correct number at the end of the fuselage serial, as the sizes were not compatible. Thankfully another RAAF

decal option in the kit has a correct size '6' and although of the broken stencil style it was easily modified.

I had been thinking during the course of the build how best to decal over the aperture caused by having the fuselage door open? I finally decided on using the vinyl masking material designed by BECC Model Accessories Ltd and available from Cammett Ltd. The correct diameter of the fuselage roundel was first measured and cut out from the vinyl sheet; it was then laid over the fuselage with the door in place. The door shape was still apparent and I was able to cut around it carefully. It would perhaps have been easier to cut out the shape without the door being in place but I feared the material would stretch a little over the aperture. With the door area of the roundel removed the rest of the vinyl mask was removed from its backing and added to the roundel decal, and a new scalpel blade was then used carefully to cut the door shape into the

decal before the vinyl mask was gently removed from the decal.

All the Italeri decals went on to a glossy Xtracolor surface fantastically well and were the most trouble-free part of the whole build. The large rudder markings will require a little touching up as they wrap round the leading edge of the vertical stabilisers. Xtracolor Post Office Red (X31) and RAF Roundel Blue (X30) are perfect matches for the colours used in these decals. The white of the decals is, however, a little too translucent and I really wished I had pre-painted the stabilizers white to give them some backing. Not having done so just means that when you touch up the white you have a brighter area of white than elsewhere. It does not appear from the photo of No.1 Squadron Hudsons in flight that they had the leading edge vertical stabiliser anti-frost boots. This was not usual, but it is clear that the white portion of the rudder marking goes all the way to the top, past where the boot

would be. If the boots were present it was even more unusual for them to have been painted over, indeed I am not sure such would have been allowed? The only decal I am not sure of is the red filler marking just forward of the windshield. I applied it anyway in the hope that ignorance will remain bliss.

FINAL DETAILS

It just remained to attach the more fragile items along with PVA wood glue and silver paint (Humbrol II) to make the small navigation light on the spine and tail. The same was done for the recognition lights under the nose, but in this case the glue and paint were dropped into recessed holes rather than making raised detail. A bit of fuse wire was used for a bead sight for the pilot, and this along with fishing wire for the airdials and some more electrical wire for the extended fuselage door handle finalized work on this demanding project. ■



FINAL VERDICT

■ I do not mind hard work myself and understand the limitations of limited-run kits, but I fear that by selling this limited-run kit under the label of a mainstream manufacturer many people will end up with a kit that cannot possibly be made to even fit right without considerable effort. In short do not believe this kit should have been marketed by Italeri without some form of skill-warning label. I certainly would not want to make another one myself. As an aside if you want some replacement tires, carburettor fairings, propeller hubs and a clear DF loop please contact me for details.

Was it worth the effort?

■ Sadly, no, this was a hard slog and the end result is, I feel, not worth it.



MODEL INFO

SPEC: Eduard 1:48 Focke-Wulf Fw 190A-8 **KIT NO.:** 8173 **MATERIALS:** IM
AVAILABILITY: Hannants & LSA Models (UK Distribution) and Eduard stockists worldwide **PRICE GUIDE:** £21.60

BUILT & WRITTEN BY JAMIE HAGGO FROM THE UK

BEAUTIFUL BIRD

I know what you are saying, why, when we have the Dragon and Tamiya Fw 190A-8 (not forgetting Hasegawa's early A series) does the modelling community need another kit of this aircraft? Cast your minds back a few years when Tamiya brought out their P-47, the exact same thing was said back then, yet their new kit set a new standard. Does Eduard's latest offering break the mould? Read on...

So what do you get for your £22? Well, quite a lot actually, along with the standard bits you expect, you get a bomb, a drop tank, two underwing mortars, four canopies (two open, two shut - straight and blown), a coloured photo-etched fret, Kabuki masks, open gun bays and a complete engine. The major components are beautifully moulded

with crisp delicate recessed panel lines and very restrained rivets. Rather than have inserts for the major modifications that can lead to tricky construction and unsightly joints, Eduard supply complete one-piece mouldings. You get a one-piece lower wing and two sets of upper wings (with or without gun bulges) and complete fuselage halves appropriate for the A-8. There are enough bits and

pieces in the box to make an A-7 and not-used items hint at the A-5, 6 and 9 (paddle prop/14-blade fan) as well as the Sturm R2 and R8. Phew!

CONSTRUCTION

OK, now we have waded through the box, let's get cracking. The cockpit is beautifully detailed and the modeller has the option of using the coloured

etched bits or plastic alternatives. My kit was one of twenty pre-production models and as such the colours on the fret were not all correct; I have seen a production kit and the fret looks stunning. I used the coloured etch anyway and oversprayed the light grey bits with a very thin mist of Gunze Sangyo matt black. The detail on the plastic tub is stunning with even some wiring

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Tamiya Extra Thin Cement
- Tamiya masking tape
- Humbrol Maskol
- Sidecutters
- Tweezers
- MasterCaster sanding sticks & polishing files
- Gunze Sangyo Mr Mark Setter & Mr Mark Softer



Recommended paints:

Gunze Sangyo Aqueous Color acrylic:
 H12 Matt Black
 H65 RLM 70
 H68 RLM 74
 H69 RLM 75
 H70 RLM 02
 H416 RLM 66
 H417 RLM 76

Humbrol enamel:
 H1 Silver
 24 Matt Yellow
 34 Matt White
 33 Matt Black

Tamiya acrylic:

XF-1 Flat Black
 XF-2 Flat White
 XF-10 Flat Brown

Vallejo Model Air acrylic:
 044 RLM 02

Xtracrylics acrylic:
 Matt Varnish

Dimensions

Span - 34ft 5 1/2in (10.51m)
 Length - 29ft 4 1/8in (8.94m)
 Height - 12ft 12in (3.95m)

Dimensions - 1:48

Span - 218.9mm
 Length - 186.3mm
 Height - 82.3mm



"The detail on the plastic tub is stunning with even some wiring moulded. The cockpit bits had a squirt with Gunze Sangyo RLM 66, a quick wash with Humbrol 33 (matt black) and a drybrush with a mix of Humbrol light greys"

moulded. The cockpit bits had a squirt with Gunze Sangyo RLM 66, a quick wash with Humbrol 33 (matt black) and a drybrush with a mix of Humbrol light greys. As you can see from the photos the cockpit looks very dark so I mixed up some very thin Tamiya light grey and misted this on the highlights and flat bits. Detail was picked out using various colours, a very fine brush and a steady hand. I added the pre-painted etched seat harness, but only after the belts had a mist of Gunze Sangyo matt

black and red brown mix to make them look a bit grubby. Before the cockpit tub is added into the fuselage, there is a panel line along the upper rear fuselage join that needs to be added; all I did was chamfer the join line on both sides. Be careful not to overdo it - constant test fitting is the order of the day. The cockpit tub has some very substantial locating aids and this leads to a very sturdy assembly that helps, as everything has to line up in order to get the engine sitting correctly. The fuselage halves fit

perfectly, although the fin leading edge looks a bit on the chunky side compared to other kits, but looking at period photos, I think Eduard have it spot on.

The gun mount was next and it was pre-shaded with Gunze Sangyo matt black in the lowlights and matt white in the highlights before Gunze Sangyo RLM 02 was misted on. A wash with Humbrol 33 (matt black) was liberally applied to simulate the dirt and grime that would accumulate in this area. Following a drybrush with Vallejo RLM

02 lightened with white, the mounting was post-shaded with this mix in the highlights and black in the lowlights. This all seemed a lot of effort but did justice to the exquisite moulding. When complete this was added to the front fuselage taking care to keep everything lined up; there are location bits and pieces to help you achieve this but I still ended up with a hairline gap along the port side, although this was easily taken care of with a smear of Mr Surfacer. At least it was square.

ALSO RECOMMENDED...

References - Our pick of the bunch!

- Focke-Wulf Fw 190 Vol. 1 by K. Janowicz (Kagero 2004 ISBN: 83-890088-11-8)
- Focke-Wulf Fw 190A, Aero Detail No. 2, (Art Box Co., Ltd)
- Focke-Wulf Fw 190A: An Illustrated History of the Luftwaffe's Legendary Fighter Aircraft by D. Hermann, U. Leverenz & E. Weber (Schiffer ISBN: 0-7643-1940-X)
- Focke-Wulf Fw 190A/F by M. Laing & E. Brown, Walk Around No.22 (Squadron/Signal Publications 2000)
- Focke-Wulf Fw 190A/F/G/S by J. Andál, HT Model Special No.913 (HT Model 2006 ISSN: 1335-3667)
- Sturmjäger, Historie de la JG 4 by E. Mombeek (LaLa Presse 2002)
- The Warplanes of the Third Reich by William Green (Macdonald & Co Ltd, 1970)

⚠ Wear the right protective clothing when advised



STEP BY STEP GUIDE - INTERIOR DETAILS

The starboard fuselage half painted, weathered and the etched canopy handle that should have been affixed prior to painting. Oh well



The completed cockpit tub having had the weathering treatment as this really helps to bring out the exquisite detail in the mouldings



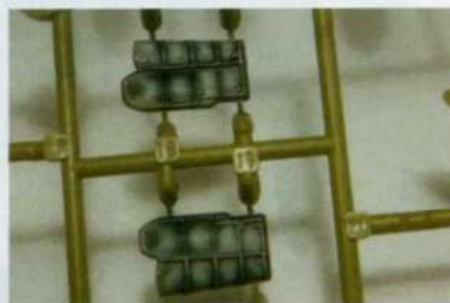
The finished tub is ready to go into the fuselage, note the seat belts that set the cockpit off a treat. They are a bit stark so I toned them down with post-shading of Gunze Sangyo flat black



The gun mount should be at right angles so I glued a section of 'L' shaped plastic strip to ensure the angle was correct



The gun mounting has been pre-shaded with black in the lowlights and white in the highlights



The wing gun bay doors have good relief detail and here they have been pre-shaded on the sprue prior to the RLM 02 being applied

Next stop was the wheel well and this has some excellent detail although some of the strengthening ribs were a tad tricky to glue. I recommend that you cut the gun barrels off at the join where the diameter changes, which will make the clean up of the wing root a lot easier, as I learnt this the hard way (what is it with me and gun barrels anyway)! The whole assembly was painted in the same way as the fuselage gun mount, and while I had the RLM 02 out the various open panels were given the same treatment. When gluing the wing spar in place it is advisable to glue part K20 in place and when dry add the spar (I16), which will ensure the spar will be exactly 90 degrees to the wing. If this dries a bit askew, then it will throw the whole wing out of kilter. While we are there, take care whilst fitting part K18,

this is the part onto which yet more engine mounts are seated. This all sounds a bit doom and gloom with lots of potential for things to go a bit wrong, but don't worry, Eduard's engineering will ensure a good, sturdy fit with all parts having positive location.

With all the relevant bits and bobs done the appropriate upper wing halves were added; check the instructions and your references to make sure you use the right ones. The fit was pretty good, though I had a few gaps along the seam, but this was easily taken care of with a bit of Mr Surfacer and superglue. The tailplane fit is second to none and the wing root has the potential to be; I was rushing a bit and mine developed a small step, but this was all down to me and not the kit.

With the bulk of the airframe com-

plete I turned to the engine, which is very well detailed (see the accompanying photos). The parts were painted and weathered on the sprue following the painting guide, removed, touched up and glued together. I would recommend leaving off the crankcase and fan until the engine and cowling are mounted on the fuselage, as my fan stuck out of the front of the armoured cowl ring by about a millimetre and I had a hell of a job removing it and sanding down the mating surfaces. Eduard has come up with an ingenious method of making sure the separate exhausts line up. There is a template that fits on to the back of the engine into which the exhausts outlets themselves fit. I used plenty of superglue and accelerator to get a good sturdy structure that ended up a tad messy, but the cowling will

hide this anyway as most of the engine will be hidden. I also struggled with a couple of the exhausts and their placement, as it was late at night and I'd had a few 'wets' (Naval slang for beers) so perhaps I wasn't concentrating as well as I should have been, but it all turned out OK in the end (not like last time I was drinking and modelling and I glued a resin Bf 109 cockpit sidewall to my fingertip which resulted in a very embarrassing call to NHS Direct!).

With the engine completed it was make-or-break time: fitting it to the airframe. All the mounts were painted up and with coffee to aid concentration I am pleased to report that it all fitted very well. I reinforced the joints with superglue just to be on the safe side as it all looks a bit flimsy, but it is in fact quite rigid. The cowling came next,

STEP BY STEP GUIDE - ENGINE & ENGINE INSTALLATION



The engine components painted and laid out



The engine sub-assemblies



The engine assembled and weathered

The Airbrush Hobby Shop



As Eduard have gone to all the trouble of giving all this lovely detail it is silly not to pose as many of the cowlings open as you can



From the box the detail is excellent, the undercarriage and the centreline rack and tank are all superb



which is a multi-part affair in true Fw 190 kit tradition, as this will allow other variants to be moulded (indeed there are all the right parts to make an A-7 in the box), only I wish Eduard had moulded the cowling in one piece. Maybe this couldn't be done, however, due to mould technology, in any case there is no bending, forcing, supergluing or swearing as with other 190 kit's front ends, and I am pleased to say that it all goes together with the minimum of fuss. The mating surfaces are quite small at

the top above the exhausts and my kit developed small gaps on both sides, but again I was in a bit of a rush and didn't let the glue dry properly before taking the kit on an aerobatics sortie around the kitchen (come on, admit it, we all do it... don't we?).

With the canopy and all the openings masked up out came the airbrush. I didn't want to prime the model as I wanted to preserve the very fine surface detail so I started with a pre-shade, Gunze Sangyo matt black for the

panel lines and white for the flat bits in between; thanks to my mate and mentor Jay Lavery for this trick. The paintwork was buffed with MasterCasters' superb sanding sticks prior to the colourful bits being sprayed. I wanted a mid-war RLM 74, 75, 76 scheme, but could not decide between the JG 54 or JG 5 options so enlisted the help of the long-suffering Mrs H. She picked Hans Dortmann's JG 54 aircraft on account of the blue RVD Reich defence band, the yellow under-nose cowling and the

big green 'love' hearts by the cockpit; thanks Julie, good choice. These were duly sprayed, the yellow being Gunze Sangyo RLM 04 and the tail band a mix of a whole load of Tamiya blues and white to match the decals. I test-fitted the tail band decals and I am pleased to say they fitted great, I just wanted to keep as much surface detail as possible which is why the white portions of the national markings were also sprayed and masked using Eduard's masks (not included in the kit). Next up the



The finished engine, lovely. All it needs is an ignition harness, but to be honest not much of that will be seen



The interior of the nose bay has had the RLM 02 treatment, as have the engine mounts



The engine in place, the mounts are surprisingly strong



With the cowlings in place the model is ready for paint. The gun cowling has been undercoated in Alclad II Aluminium and Maskol applied with a sponge, which will be rubbed off later to simulate paint chipping

⚠ Wear the right protective clothing when advised

STEP BY STEP GUIDE - PAINTING



The pre-shading is complete and the national markings and colourful bits have been masked using the Eduard set (purchased separately) and Tamiya tape



The basic camouflage has been applied and once again you can see the benefits of the pre-shading technique



The masking has been removed, the benefits of this over decals is that it preserves as much of the surface detail as possible



As the camouflage was applied it was tinted and faded, which gives a pleasing weathered effect



The decals are superb, equal in quality to any aftermarket set. Here they have been applied and a wash of enamel paint used to highlight the surface detail



I forgot to paint the trim tabs so these were masked off with Tamiya tape and sprayed red



A close-up of the gun bays, the detail is great, just imagine what a superdetailer could do with it

"Next stop was the wheel well and this has some excellent detail although some of the strengthening ribs were a tad tricky to glue. I recommend that you cut the gun barrels off at the join where the diameter changes, which will make the clean up of the wing root a lot easier"



camouflage colours were sprayed again using Gunze Sangyo acrylics; the paint was lightened and faded as I went along using the same method as the Wellington (see Issue 16). With the black portions of the Balkenkreuz painted the masking was removed, and because I can't seem to get a decent gloss coat to save my life, the airframe was buffed with the finest of the MasterCasters' sanding sticks. If you haven't tried them yet go get some right now, in a few minutes I had a mirror shine better than any painted gloss coat.

The decals are beautiful and go on like a dream - I soaked them in Mr Mark Softener to get them to melt into the surface detail and to help in eliminating any carrier film. They were given a gentle sanding with the sanding sticks (the grey half-moon [Miracle Polisher] one this time) and this had the added bonus of weathering them and the surrounding

paintwork. After a quick wash with heavily thinned Humbrol black the airframe was matted down with Xtracrylics matt varnish. A quick post-shade with heavily thinned Gunze Sangyo matt black and red/brown and a few dings here and there and the model was nearly complete.

The undercarriage was painted up as per the wheel wells and if the instructions are followed then a perfectly aligned assembly will result. You will find the wheels to be a bit sloppy as the hole in the hub is quite large, but this is intentional as it allows for perfect wheel alignment, just remember to use the diagram. The stores pylon was painted RLM 66 then Maskol was applied with a sponge, painted as per the airframe and the Maskol rubbed off. With all the other sticky-out bits bunged on and the aerial lead from fine wire added, she was done. ■ www.militaryexp.com



The decals in the kit are excellent, as good as any aftermarket examples and they even include a complete set of stencils

FINAL VERDICT

■ There are not enough good things I can say about this kit; it's the most detailed, accurate, complete package there is on the market, not to mention it goes together like a dream. Even the box top painting is beautiful.

Was it worth the money?

Certainly, as this kit gets my vote for 'kit of the year' and I am now off to buy a whole Staffel.

An SB2C -IC Helldiver is pushed to one side of USS Bunker Hill's deck during the summer of 1944. Note the practice of repeating the aircraft's number on the main undercarriage door (R.J. Caruana Archives)



THE BEAST FROM NEW YORK

The SB2C Helldiver's operational debut was quite disappointing and the greater part of the fault lied with officialdom's ever-increasing demands that eventually created nearly insurmountable problems for the design team.

Once the teething troubles had been ironed out though, it proved to be a strong aircraft, able to take enormous punishment in action.

At the time that the first SBD Dauntless were being accepted by the United States Navy (USN) an ambitious programme for a far superior dive-bomber was being launched. Range, armament and internal bomb load were double that of any dive-bomber then in service with the United States Navy (USN) while performance had to be bettered by 160km/h. Of the six companies that responded only two were considered, and early in 1938 Brewster offered the XSXB2A-1 while Curtiss proposed the XSB2C-1.

Design team head Raymond C. Blaylock adapted technology of the well-proven Model 77 SBC-4 biplane,

of which Curtiss had already been planning a monoplane version the previous year. To ensure an easy gestation period the project was shorn of any innovations, and on this reasoning the USN awarded a contract for a prototype (XSB2C-5, BuNo.1758) in March 1939. Defensive armament proposals proved to be an initial hurdle and the final layout was not accepted before February of 1940. Meanwhile, Brewster's ZSXB2A-1 was also ordered into production, all 451 examples (SB2A Buccaneer) being eventually relegated to training and reconnaissance after having proved to be inferior to the Curtiss product.

DEVELOPMENT

Bearing company designation 'Model 84', the new aircraft bore great similar-

ity in its fuselage layout to the older SBC-4 except for the Wright R-2600-8 Cyclone generating 1,700hp hooked up to the front. By July 1940, wind tunnel testing had indicated that wing maximum lift coefficient was below estimates and several alternatives were studied to delay stalling, including the installation of full-length leading edge slats, though finally a 10% increase in wing area was adopted with a consequential penalty in weight and, therefore, performance.

This setback was followed by a series of others creating further delays: redesign of the wing armament installation, delay in engine qualification and further structural changes of weak areas that came to light during static testing. Test pilot Lloyd Childs flew the prototype from Curtiss' New York plant for the first time on 18 December 1940, imme-

diately encountering stability problems. On 9 February 1941, this machine was damaged when a forced landing was attempted after an engine cut; luckily the pilot survived. After an extensive rebuild the aircraft was back in the air on 6th May but four days later it ground looped after the left landing gear collapsed suffering minimal damage proving, to a certain extent, its robust construction.

By the end of October the aircraft was considered ready for service trials and on 12th November it was shipped to Port Columbus to initiate dive tests. All proceeded well until 12th December, when test pilot BT Hulse had to hastily depart from the aircraft after the starboard wing and tailplane broke away during a maximum 'G' dive from 22,000ft.



The Curtiss A-25 'Shrike' was the de-navalised version of the Helldiver supplied to the USAAF and in small quantities to the Royal Australian Air Force (R.J. Caruana Archives)

Meanwhile, an order for 370 examples of the SB2C-1 had been negotiated with Curtiss-Wright in the summer of 1940, calling for the production of 85 aircraft per month starting from January 1942. Curtiss had to build a mass production line – an unprecedented event, as previous USN orders were practically hand-built due to their relatively small numbers. Only two months later, this order was increased to 578 examples. The surprise attack on the USN Fleet at Pearl Harbor on 7th December 1941 increased the emergency attached to the SB2C programme.

A sub-contracting programme was also undertaken to relieve pressure from Curtiss-Wright production facilities, especially as the USN announced in March 1942 its intention to purchase a further 3,000 examples! This contract was signed in June coinciding with the rollout of the first production aircraft (by that time named Helldiver), that flew on 30 June 1942. During August the second example joined the test programme, with changes being introduced wherever called for. Externally these were minimal, such as revision of the tailwheel support (eventually to be completely redesigned on later models). The Canadian Car & Foundry of Fort Williams, in Ontario (Canada) was contracted to produce 1,000 examples, of which 450 were allocated to the Royal Navy (RN).

INTO SERVICE

Just before the end of 1942 the first operationally equipped Helldivers went into fleet service with VS-9, later embarked on the 'Essex' (CV-9). This was not to be uneventful; the new aircraft proved problematic during early carrier operations as too many faults began to surface. The type was transferred to VB-17 and Air Group 10 on USS Yorktown. As most of the problems seemed to be structurally related, Mod.I was introduced to address these deficiencies on the first 200 examples, though VB-17's record in April proved to be quite encouraging. Mod. II was introduced at the Norfolk plant. In May, VB-6 and VB-4 operating from the USS Yorktown performed so badly that its commander, Capt J.J. Clark, went as far as to recommend that the entire Helldiver programme should be cancelled!

Mod.III seems to have been the one that cured the worst ailments, 36 such modified examples being delivered to VB-17 embarked on USS Bunker Hill. Meanwhile the SB2C-1C appeared with the originally planned 20mm cannon in the wings and hydraulically-operated flaps, though these went straight to the modification line before being issued to the squadrons. When the 601st aircraft left the production line in November, it was the first to emerge 'fully modified' – at last, the most serious problems seemed to have been overcome.

The baptism of fire for the USN Helldiver came on 11th November 1943, when Air Group 17 on board USS Bunker Hill, led by Lt Cdr J.E. Vose, escorted by Hellcats and Avengers, launched a massive attack against Rabaul. Though defended by a determined band of A6M Zeros, the three successive strikes nearly annihilated the Japanese forces on the ground. The Helldiver was finally acquitting itself with honours both in the dive bombing role, and in repulsing opposing fighter attacks during the strikes and the Japanese counter-attack. Another sortie on 25th December 1943 was uneventful, but on New Year's Day Air Groups 17 and 30 pressed home another difficult attack against a cruiser convoy with great success. It is significant to record that notwithstanding intense anti-aircraft fire and the presence of enemy fighters, no Helldivers were lost in action before the end of January 1944.

Other units began to work up with the new type, such as VB-8 and VB-20. No.1820 Squadron (RN) formed on 1st April 1944 at NAS Squantum, Massachusetts, receiving about twenty-six SBW-IBs of Canadian production. Though this unit sailed to Great Britain it was never to see action, being disbanded the following December.

By spring of 1944 the SB2C-3 with an uprated engine replaced the SB2C-1 on the production lines. VB-17 continued to chalk up an excellent record in the Pacific, while VB-15 met with equal success participating in the devastating attack against Saipan in June. By that time the air war over the sea in that area began to increase in tempo and

strikes were flown against Iwo Jima, Chichi Jima and Pagan. By that time the USS Essex had five Helldiver squadrons on board, and on 19th June a massive attack was launched by the Japanese against the USN Task Force in what was to become known as the Battle of the Philippine Sea. The following day, the SB2Cs located the Japanese fleet in the afternoon and just before sunset the attack began, the Japanese suffering the loss of the carrier Hiyo and two oil tankers together with other important naval vessels, while the carrier Zuikaku was extensively damaged. Most of the Japanese carrier-borne aircraft that had survived the battles of the previous days were destroyed for the loss of twenty of the 216 USN attacking aircraft, only four of which were Helldivers. However, only nine SB2Cs survived as landings were performed at night, in great confusion, with aircraft ditching all around the carrier as they ran out of fuel.

OTHER VERSIONS

In December 1940, 100 A-25 Shrikes, the land-based version of the Helldiver, were ordered, the Curtiss-Wright plant at St. Louis being converted to tackle the Army order which eventually went up to 3,000 examples!

The Shrike suffered similar setbacks to those of the Helldiver, and the first example flew on 29th September 1942. Full production was only reached towards the end of 1943, by which time the US Army considered it had no use for the Shrike although 900 examples left the St. Louis plant before it could be shut down, and of the 150 examples destined for Australia, only 10 were accepted down-under. The balance, together with a further 270,

were taken over by the Marines as SB2C-1As after being suitably modified.

The SB2C-3 solved many of the original problems by having extra power in the form of a 1900hp Wright R-2600-20, driving a four-bladed Curtiss-Electric propeller; the bulbous prop spinner was discarded. Main performance figures increased by around 5% – more in some cases. External modifications included the deletion of the windows just aft of the canopy and, later on, a cleaner one-piece sliding hood for the pilot was introduced. Curtiss produced 1,112 examples of this version, to which one must add the 413 (SBW-3) produced by the Canadian Car & Foundry and 150 (SBF-3) built by Fairchild-Canada. But the ultimate 'Beast' was to be the SB2C-4 of which a total of 2,415 were produced. All the late improvements of the -3, such as clear canopy, extended tailhook and perforated dive-brakes, were incorporated into the -4 which was also fitted with four rocket-launchers under each wing as standard.

The SB2C-5 can be considered as the post-war Helldiver as very few examples reached active units before the end of the war. 970 were built, though one has to consider that the Navy had – by that time – such faith in the aircraft that it had originally ordered 3,500 of this version. Still, the Helldiver was withdrawn from front-line service by 1950, though a number were retained for training and research purposes. Surplus quantities were supplied to France, Greece, Italy, Portugal and Thailand under the Mutual Defense Aid Program (MDAP). The French were to fly one last desperate operational mission in 1954 during the unsuccessful attempt to relieve the encircled garrison at Dien Bien Phu, in the troubled Indochina area where the disaster of the Vietnam War would later unfold. It appears that Italy persisted longest with its Helldivers, which were officially retired in exchange for Grumman Trackers only in February 1959. ➔

Below: Fine flying view of a Helldiver in the early three-tone finish of Semi-Gloss Sea Blue (top), Non-Specular Intermediate Blue (sides and folding area of wing undersides) and Non-Specular Insignia White undersurfaces (R.J. Caruana Archives)



HISTORICAL FEATURE

COLOUR PROFILES

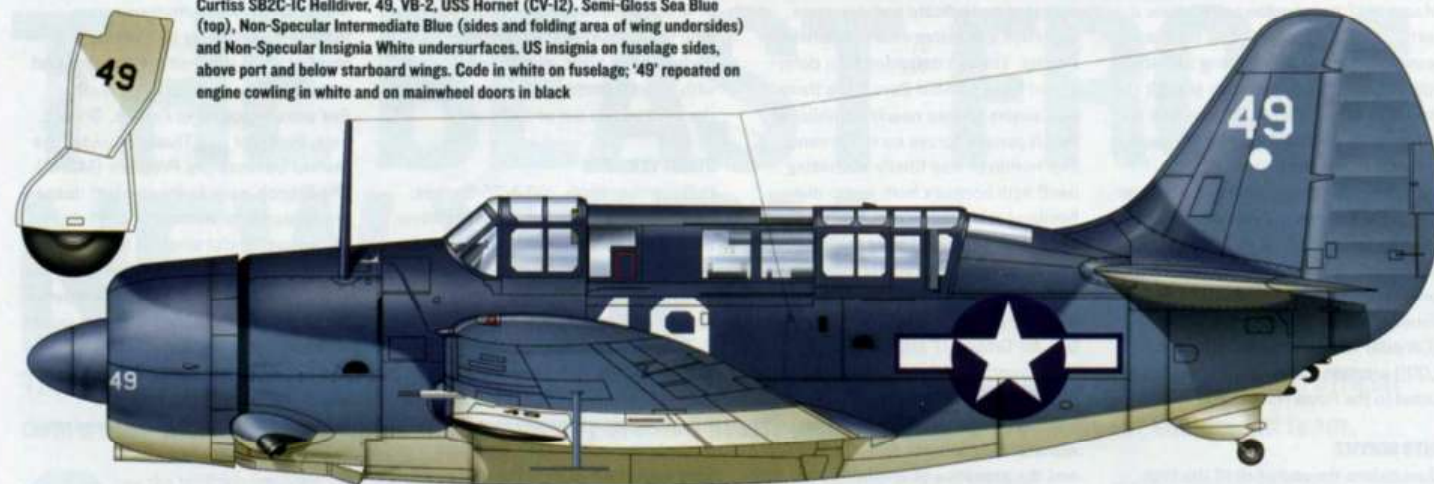
Curtiss SB2C-1 Helldiver, 17-B-5, VB-17, USS Bunker Hill, July 1943. Semi-Gloss Sea Blue (top), Non-Specular Intermediate Blue (sides and folding area of wing undersides) and Non-Specular Insignia White undersurfaces. US insignia on fuselage sides, above port and below starboard wings. Code in white on fuselage, repeated in black below wings aft of wheel wells; '5' in black on cowlings and on mainwheel doors



Curtiss SB2C-1C Helldiver, 3-B-16, VB-8, December 1943. Semi-Gloss Sea Blue (top), Non-Specular Intermediate Blue (sides and folding area of wing undersides) and Non-Specular Insignia White undersurfaces. US insignia on fuselage sides, above port and below starboard wings. Code in white on fuselage; '16' repeated on engine cowlings in white



Curtiss SB2C-1C Helldiver, 49, VB-2, USS Hornet (CV-12). Semi-Gloss Sea Blue (top), Non-Specular Intermediate Blue (sides and folding area of wing undersides) and Non-Specular Insignia White undersurfaces. US insignia on fuselage sides, above port and below starboard wings. Code in white on fuselage; '49' repeated on engine cowlings in white and on mainwheel doors in black



Curtiss SB2C-3 Helldiver, 110, VB-3, USS Yorktown (CV-10), February 1945. Semi-Gloss Sea Blue (top), Non-Specular Intermediate Blue (sides and folding area of wing undersides) and Non-Specular Insignia White undersurfaces. US insignia on fuselage sides, above port and below starboard wings. White triangle marking on top of starboard wing only



Curtiss SB2C-3 Helldiver, 101, VB-20, USS Lexington, February 1945. Semi-Gloss Sea Blue (top), Non-Specular Intermediate Blue (sides and folding area of wing undersides) and Non-Specular Insignia White undersurfaces. US insignia on fuselage sides, above port and below starboard wings. '101' in black on a white triangle on fin; code repeated in white on engine cowl- ing and in black on mainwheel door



Curtiss SB2C-4E Helldiver, 51, at Naval Air Station Atlantic City, 1946. Dark Gull Grey and Insignia White with all lettering in black. US insignia on fuselage sides, above port and below starboard wing



Curtiss SB2C-5 Helldiver, VT-76 (Air Group 75), USS Franklin D. Roosevelt (CVB-42), mid-1946. Glossy Sea Blue overall with red band across vertical tail surfaces; white codes on band and '5', also in white, on fin, below cockpit and on cowl- ing. US insignia on fuselage sides, above port and below starboard wings



Curtiss SB2C-4E Helldiver, 210, VB-94, USS Bunker Hill, 1945. Gloss Sea Blue overall with yellow front of engine cowl- ing; all lettering in white. '210' repeated on maiwheel doors and on fin; white arrow on fin and above starboard wingtip. Participated in the Tokyo Raids of 16-23 February 1945



HISTORICAL FEATURE

COLOUR PROFILES

Curtiss SB2C-4E Helldiver, 82992/68, of the US Navy Reserve, 1947. Gloss Sea Blue overall with orange markings and lettering. US insignia (with red central bar) above port and under starboard wing. "68" in orange under port wing and above starboard wing



Curtiss A-25A-10-CS, 41-18826, of the 13th Fighter Squadron, Florida 1944. Olive Drab/Neutral Grey finish with red trim to engine cowlings and top of fin; US insignia on fuselage sides, above port and below starboard wings. Serial on fin in yellow, repeated below wings in white



Curtiss A-25 Shrike, A69-4, one of ten delivered to the Royal Australian Air Force (ex-42-79686) in standard USAF finish of Olive Drab/Neutral Grey with RAF style fin flashes and large areas of yellow around the fuselage roundel



Curtiss SB2C-5 Helldiver, 403/3F3, of Esc3F, Aeronavale (French Navy), Arronanches, 1952. Gloss Sea Blue overall with white lettering; national markings in six positions



Curtiss Helldiver Mk I, JW104, 4L, No.1820 Naval Air Squadron, Fleet Air Arm, 1944. Extra Dark Sea Grey/Dark Slate Grey/Sky finish with B type roundels above wings; code in white and 4" high Royal Navy/Serial below tailplane. Black/white front of spinner; unit badge carried on both sides



Upper surfaces camouflage pattern of Fleet Air Arm Helldivers Mk I in Extra Dark Sea Grey and Dark Slate Grey



Above and Below: Curtiss S2C-5 Helldiver, MM.4686/86-43, Italian Air Force converted to target tug duties after the war and which continued to fly up to July 7, 1958 when it was destroyed in a fire. Silver overall with black anti-dazzle panel; yellow/black undersides. Yellow band around rear fuselage and chord-wise above wings; all lettering in black. Note '43' repeated on mainwheel doors



Curtiss SB2C-5 Helldiver, 'White 4', Royal Thai Air Force, 1953. Gloss Sea Blue overall with white rear fuselage band and code number; red propeller boss. National markings in six positions





MODEL INFO

SPEC: Roden 1:48 OH-6A/JOV-6A
Mohawk KIT NO.: 406 **MATERIALS:** IM
AVAILABILITY: Pocketbond Ltd (UK Distribution) and Roden stockists world-wide **PRICE GUIDE:** £22.99



COINing IT

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

Eduard's Big ED sets offer a lot of extra detail, but just how much can they add to your latest project? Read on...

Just how odd is this airplane? I mean, look at that bulbous, bug-eyed cockpit, two little engines canted out at odd angles, stubby short wing and what's up with that tail? All those bits sticking out all over the place, it reminds me of some evil tadpole thing.

Tadpole or not, it's good at what it does and has proven itself over many years in US Army service, seeing action in Vietnam, multiple bush wars, Desert

Shield/Storm and it even did a short turn with the Israelis in the desert. The basic design has gone through a whole host of changes in electronic equipment, airframe and engines and of course armament. In its original form (OV-1A) it had two wing pylons and relatively basic optical sensors for its photo observation role. The Army modified this one a little by adding the extra pylons of the Marine version, lots of rocket or gun pods and used it in a close-support role in Vietnam

as the JOV-1A. There were only a relatively small number of the early marks built, approximately 64, 27 of which were modified to the armed JOV standard. With the rapid advance in electronics during the 60s the Mohawk was updated into the 'B' variant with longer span wings, uprated engines and Side Looking Airborne Radar (SLAR) and then the 'C' variant came along with Infra-Red (IR) imaging systems. The final 'D' model used both SLAR and IR but only 37 of these

were built, whilst most of the surviving 'B's were later upgraded to this standard. The Mohawk entered production in 1959 and was finally retired from US Army service in late 1996, giving it a service life of 37 years, not bad for a bug-eyed tadpole.

The Roden kit of this peculiar machine in 1:48 was a welcome release for many modellers who have been looking forward to doing real justice to this aircraft. The basics in the box are pretty good too, nicely moulded plastic in an

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Tamiya Extra Thin Cement
- Masking tape
- Sidecutters
- #5 Tweezers
- Tamiya masking tape
- Sanding sticks & files
- Microscale Kristal Klear
- Gunze Sangyo Mr Mark Setter & Mr Mark Softer



Recommended paints:

Lifecolor acrylics:
 FS36173 Neutral Grey
 FS36118 Dark Grey
 FS36231 Dark Gull Grey
 FS34079 Dark Olive drab

Humbrol enamels:

29 Dark Earth
 33 Matt Black
 53 Gunmetal
 56 Aluminium
 191 Chrome Silver
 Satin Cote

Halfords (aerosol) acrylics:
 Black Primer

Daler Rowney oils:
 O34 Ivory Black

Winsor & Newton pastels:
 Burnt Sienna #411.3
 Grey #704.5

Accessories Used:

Eduard Big ED Set #BIG48-21
 Comprising:
 • XF229 OH-6A Mohawk canopy and wheel masks
 • 48-479 OH-6A Mohawk wheel well/undercarriage
 • 48-490 OH-6A Mohawk exterior
 • 49-009 Remove Before Flight tags [pre-painted]
 • 49-283 OH-6A Mohawk interior [pre-painted]



The Mohawk has a rather drab overall scheme, but careful painting and subtle weathering will bring the subject to life while also stopping it looking like a big green (Olive Drab) blob!

odd tan colour, with good detail work and accurate shapes. There is a little flash, but not much, and the surface of the plastic is a little rough in places but all in all a good effort.

Eduard are well known now in the modelling world as producers of some fine kits of their own, but where they really shine has to be in the production of photo-etched metal detail sets. For some reason they seem to have taken this little Grumman to their hearts and

have produced three full sets for it, which include a wheel bay replacement, an exterior detail set and a pre-painted cockpit set. This last item really does have to be seen to be believed, because the paintwork is astonishing with rich colours and extraordinary detail, marvellous.

Available in one of the Eduard 'Big ED' packages with all the aforementioned sets as well as Remove Before Flight tags and an Express Mask set it sells for about £28 (in the UK) which

is good value when you see just how many bits you get to play with.

WORKING WITH METAL

An intimidating thing about these sets is the sheer complexity of what you have to do to get it all in place. One of the most important phases of the whole operation is planning. It's no good just steaming in and slapping bits here, there and everywhere because with the pre-painted parts especially, painting

the surrounding structure is problematic. It takes planning to get through it all with your sanity intact and you have to realise right from the start that you will lose some of the small pieces to the jaws of the hideous carpet monster, it's inevitable. But fear not, for good old Eduard have provided some spares on the etched frets, not many mind you, and you know that the one gobbled up by the mythical monster in the deep shag pile isn't going to be one with a spare. ➔

ALSO RECOMMENDED...

References

- *Avions de Guerre No.97* (1988)
- *OV-1 Mohawk In Action No.92* by T. Love (Squadron/Signal Publications 1989 ISBN: 0-89747-215-2)

The rocket launchers under either wing are one of the areas on which the Big ED set makes its mark, because the finesse of the extra detail offered makes them far more realistic



STEP BY STEP GUIDE - INTERIOR



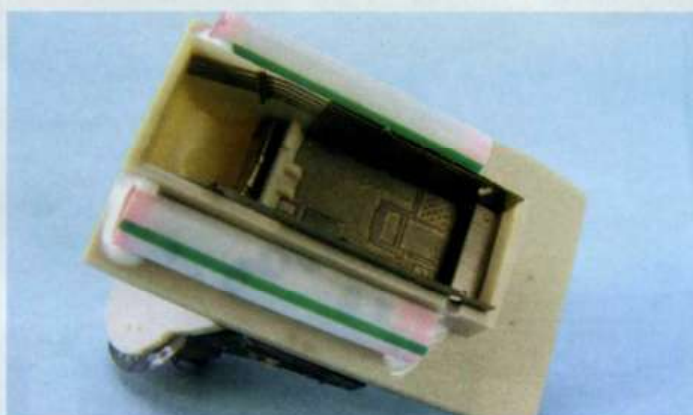
Left: The additions to the seat alone make a significant alteration



Right: The basic changes to the cockpit interior structure



Above: Some people see this kind of thing as 'cheating'. If it were for competition then I have to agree, but if it's for the shelf at home then you can't get a more convincing look than this!



Above left & right: Fairly simple additions to the front wheel well include the new interior skin and some pipes along either sidewall

Being a cheapskate modeller I don't have one of those folding presses that are available for bending etched brass, so I use just what's to hand. This list of tools is by no means complete but it's a good start:

- Steel rules, one 6in, one 12in for holding, folding and cutting
- Chisel point & knife blades, again for holding and folding
- Tweezers, one straight-edged, one needlepoint and one round end for holding, positioning and losing bits with!
- Square-bladed scissors, for cutting and trimming
- Cyanoacrylate glue and an accelerator ... essential

• A small square of black card, somewhere to place the cut and bent parts, where they are easy to spot and you know just where to find them

• Blu-Tack ... bow down and worship its blueness because it has just about a million and one uses; it holds, it positions, it keeps fingers out of the glue-zone and it's completely reusable.

THE COCKPIT SET

This little beauty comprises three main sections, the ejection seats, the instrument panel and the cockpit structure. There is a huge number of parts to be fitted so don't expect any of this proc-

ess to be a swift one because it just isn't going to happen.

The seats are modified as per the Eduard instructions, which means slicing off various parts to be replaced with etched bits and pieces. The basic form of the seat is then painted and the metal is slapped on. This is made up of various handles, new seat back and base and a full set of belts. The belts now come painted on both sides so that when you twist them around to pose them on the seat you don't see any shiny metal to spoil the effect. This little lot does make a fine looking seat, I have to admit.

The instrument panel is one of the wonders of the modern world. The level of detail that Eduard manages to paint onto these sheets is just astonishing. You have a complete new fascia with all the dials, as well as new rudder pedals and instrument coaming including the gunsight. Again, once built it looks the business. In this case I used Microscale Kristal Klear to attach the dials to the instrument panel, letting the glue ooze out into the dial recesses where it dries clear and glossy.

The basic structure of the cockpit isn't altered very much, just added to

STEP BY STEP GUIDE - STARTING POINT



Box contents and artwork, a very nice package



The Big ED set, five pieces of Eduard art, all in one pack



The basics of a metal bending tool set, I can't over emphasise the usefulness of a simple square of black card to keep your metal bits on



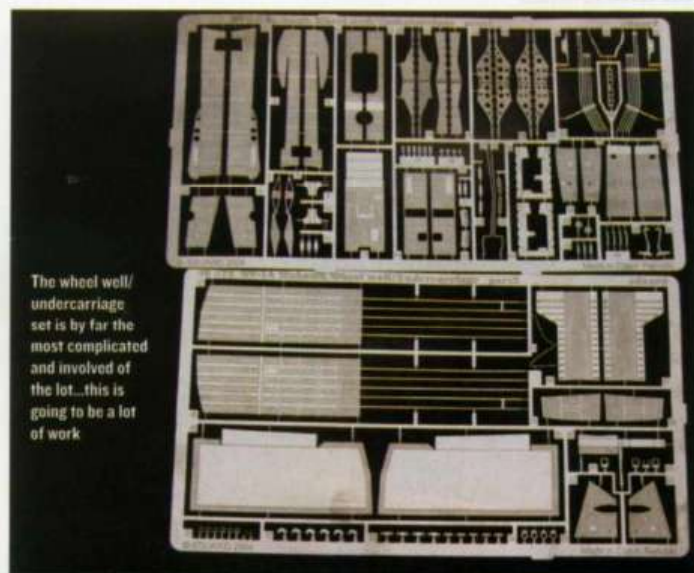
The remove-before-flight tags and the old-style (vinyl) masks are there if you want to use them, but personally I prefer not to

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

Below: Painted you begin to see the benefits of playing with metal



Right: Layers of detail build up to create the illusion of reality



The wheel well/undercarriage set is by far the most complicated and involved of the lot...this is going to be a lot of work



Above left & right: With the fuselage sealed up around the cockpit the fruits of your labours become far more obvious. Does this look good or what?

with a new rear bulkhead and floor, the two sidewalls for fuselage halves and the central control panel and throttle quadrant, which is a complex assembly of various etched parts. Positioning and fixing all of the bits is a little tricky as they are quite fiddly, but with a bit of time, patience and much cursing it all seemed to go OK; it's definitely tweezers and thin super-glue time here.

The basic painting for the interior is as per the Roden instructions, Dark Gull Grey for the structure and, thankfully, not a lot else as the pre-painted nature of the new parts takes care of

most of the rest. OK so it's cheating a bit but when they look this good I'm not going to complain.

THE UNDERCARRIAGE SET

As the name suggests this set is all to do with detailing the undercarriage and wheel wells of the kit and boy do they do just that! The Roden mouldings are very good, certainly well detailed and well formed, but what the Eduard metal parts do is to raise the detail to another level of realism and correct scale thickness.

Again this is split into three basic parts: the first is the nose wheel bay, the second is the main undercarriage

area and the third covers the various doors and actuating levers.

The nose bay gets a full set of sidewalls and floor, pipes for either side as well as various brackets and attachment points. The nose oleo leg is detailed with more brackets and some electrical/hydraulic pipelines. The etched additions on the main legs are just as simple but effective, even to the point of having working tie-down loops!

The real stars of this particular set, though, are the main gear bays and the additional structure. Instead of just adding to the kit mouldings, Eduard have taken the step of completely

replacing the bay with one of their own construction...well your construction actually. As you can imagine, this is a complex assembly of various folded metal ribs and formers, set onto a new floor. There is also a full set of sidewalls to be added, all of which are covered in gorgeous detail work. This does require some serious surgery (or butchery in my case) of the kit parts but the Eduard instructions are pretty good at pointing out the bits to be sliced and diced. Careful study of the instructions, the parts and the way they relate to each other and the kit plastic is essential here, as one wrong move with the meat



The wheel well and undercarriage set is complex but wonderfully detailed



The interior set is a masterpiece of tiny paintwork



The exterior set offers some very nice detail pieces to add later



The painted interior parts are going to replace 90% of the Roden cockpit



⚠ Wear the right protective clothing when advised



"The instrument panel is one of the wonders of the modern world. The level of detail that Eduard manages to paint onto these sheets is just astonishing"

The canopy is one of the poorer aspects of the Roden kit, as the fit is not good. Having to open up the panels thus has the double benefit of easing fitment and showing off the new interior!



STEP BY STEP GUIDE - EXTERIOR



Butchery!... err... I mean, 'careful surgery' will be required for the replacement main wheel bays



The structure is built up from nine separate etched pieces but it does represent excellent scale thickness and detail



The external set is simple in its approach but again, a valid addition to the levels of detail

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



The new photo-etched exhausts for the engines are probably one of the most daunting aspects of the detail set, but their addition is well worth it



The three-fin assembly of the Mohawk is quite unusual and with all the deicing boots and walkway stencils plus the addition of static wicks from the Eduard set it is very busy indeed

cleaver and it's all over. It's actually not that difficult but a little more thought is needed here than usual. The undercarriage doors, though, are put away for later, as I'm well aware that if I put them on the kit now they definitely wouldn't be there when I'd finished; I have enough to do without adding to it with breakages.

THE EXTERIOR DETAIL SET

This has, as the name suggests, more parts to liven up the outside of the aircraft, and it contains various antenna blades, lumps and bumps to make it all more interesting. The main parts for now, though, are to do with the engine exhaust ducts, which fit into the wing upper portions, replacing the kit parts (C9 & C10). These metal sheets need to be rolled into tubes and attached to the turbine disc for fitment. This is a little bit of a problem because the springy nature of the metal means they tend to want to unfold, but with a bit of persuasion they do go where they're supposed to (Annealing the photo-etched [heating and quenching] will make it more malleable - Ed). They'll need a little touch of filler at the top joint to blend it all in, but they do look a lot better than the kit items.

There are plenty more little additions to fit at this stage, but for this set at least, most of it is going to be positioned later, post paint.

THE PLASTIC PARTS

With all this talk of the photo-etched metal it may come as a surprise to know that there are some plastic bits to put together. The fuselage halves close up around the modified cockpit quite nicely with only a little trimming necessary for the main floor, otherwise it's a neat fit and once in place it does begin to look most convincing. One minor niggle is the fact that the Roden instructions make no mention of nose weights. Be warned, if you don't chuck something heavy up front then this little aircraft is going to be a permanent 'tail sitter'. I recommend about 20g of weight; in this case I used the nosecone and a couple of drinking straws, all filled with lead shot and secured inside with PVA cement.

The rest of the structure is then put together, the wings and tails are constructed and fitted and here the fit is just about perfect, not a gap anywhere and all firmly held in place at the correct angles, so nothing to report. All I will say is that I was really impressed

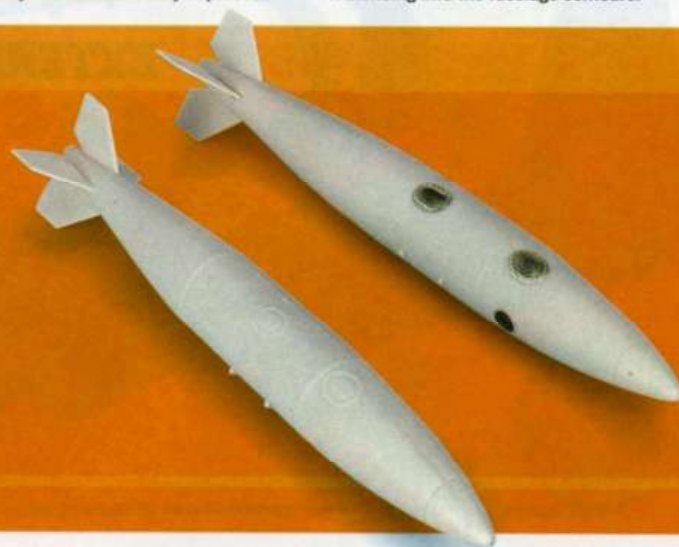
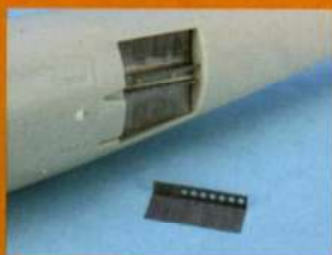
with the thinness of the trailing edges of the main wings and the way in which it all seemed to fall together quite naturally, good mould work by Roden on this one.

And now for a real nightmare, the cockpit transparencies. Oh how I cursed, wailed, gnashed my teeth and cursed some more. I've just said how good Roden moulds are and now this horror. Basically the transparent parts don't fit, they need a lot of trimming, filing and fettling to sit down in their correct places. It's not a good experience and coupled with the added delicacy of the interior of the cockpit and the etched parts it really did take far longer than it ever should have. I had already decided that the side doors would remain in the open position once completed so they only had to have a temporary fit, but if they had to have been properly fitted I reckon I would still be there, trimming and spitting venom! Ah well...I guess you've got to take the rough with the smooth, haven't you?

Talking of smooth, all of the joints need minimal attention to get them cleaned up and ship-shape, the worst one being around the nose cone, which required a smear or two of filler to get it blending into the fuselage contours.



The details are again very nicely done and not too over the top or intricate



STEP BY STEP GUIDE - PAINTING & FINAL DETAILS

Black, not green, black!



The masking is simple and is a pleasant pin-stripe effect



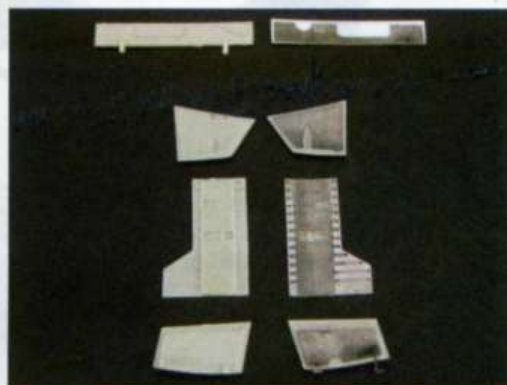
Two shades of grey for the walkways: Neutral Grey for the wings and Dark Grey (FS36118) for the fuselage spine



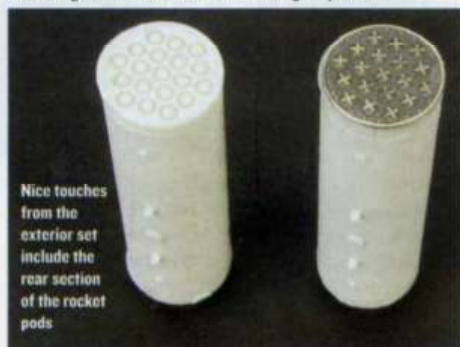
The green Olive Drab (FS34079) is applied in a rather patchy fashion, letting the black undercoat show through in places



My favourite part of the spray process, removing the masking



Additions to the undercarriage doors make a huge difference. They do look the part



Nice touches from the exterior set include the rear section of the rocket pods



Ten little static wicks, any one of which is just begging to be knocked off!



Underwing stores make all the difference, turning this into a Tadpole with a bite!

None of which takes any great time or effort really, and it's off to paint.

COLOUR SCHEMES

You paint it green... next! Oh all right, maybe a bit more then. In the box you have two versions on offer, and both

are yes, you guessed it, green. In fact it's Olive Drab but with a nice variation because the earlier versions are in the Gloss Drab with high visibility markings, while the Special Warfare Aviation Detachment aircraft are seriously toned down in faded Olive Drab

and no national markings at all. The bright early Vietnam colours do look quite appealing so that was the scheme of choice.

It all starts with a wash and brush-up to get rid of the construction grub-biness, followed by a coat of paint

for the canopy framework. And then I painted it black, yes indeed, all over black. Sounds a bit odd, I know, but I have a plan.

There are lots of black panels on this aircraft, anti-dazzle engine cowlings, de-icer boots along the leading edges of

STEP BY STEP GUIDE - EXTERIOR

Left & above: The general fit of the plastic parts in the kit is excellent; none of the joints required any filler at all. Just watch out for those transparencies!



Additions from the undercarriage set include working tie-down loops!

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

YOA-IAF Mohawk, S/No.57-6463, first Service Test Aircraft, summer 1959. White overall with red trim; black lettering, anti-dazzle panel and spinners. 'Mohawk' motif on nose in a white patch; note long nose probe shown in scrap view



OV-1A Mohawk, S/No.60-3740, U.S. Army, Fort Rucker, 1984. Olive Drab overall with black anti-dazzle panel, spinners, flying surfaces' leading edges and top of engine cowlings; lettering on fins, above starboard and below port wings in yellow. 'US ARMY' on fuselage in white



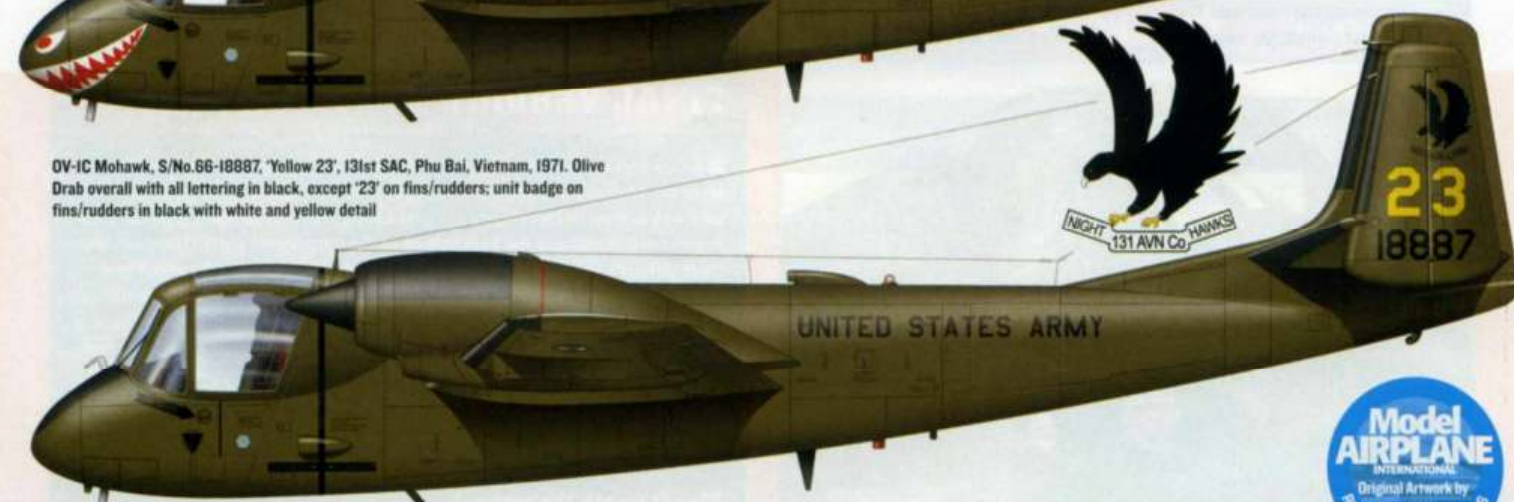
OV-1C Mohawk, S/No.61-2703, 'Yellow 9', 23rd Special Warfare Aviation Detachment, U.S. Army, Vietnam, 1963. Olive Drab overall with black anti-dazzle panel, spinners, flying surfaces' leading edges and top of engine cowlings; lettering on fins, above starboard and below port wings in yellow. 'US ARMY' on fuselage in white. Crashed at Kien Giang, Vietnam 10th September, 1969



OV-1C Mohawk, S/No.61-2691, 1st Infantry Division, US Army, Phu Loi, Vietnam, 1967. Olive Drab overall with all lettering in black, except for '1' in red on a white shield on rudders; red/white 'sharkmouth' motif on nose. Crashed at Tuyen Duc, Vietnam, 14th October 1969



OV-1C Mohawk, S/No.66-18887, 'Yellow 23', 131st SAC, Phu Bai, Vietnam, 1971. Olive Drab overall with all lettering in black, except '23' on fins/rudders; unit badge on fins/rudders in black with white and yellow detail





"The Roden mouldings are very good, certainly well detailed and well formed, but what the Eduard metal parts do is to raise the detail to another level of realism and correct scale thickness"

all the flying surfaces and black walkway lines. I had decided to do this lot first, mask them off and spray over the black using it like a pre-shaded surface, building up the Olive Drab in the centre of each panel until a rather beaten-up looking paint surface was reached.

Removing the masking is always fun, seeing the patterns beneath being revealed, and in this case it all worked rather nicely, the black areas contrasting very well with the Olive Drab. The whole kit is then worked over with the pastel dust to get it looking a bit grubbier, as well as a few restrained paint chips along the wing leading edges and the panel edges. As you can imagine there's a lot of detail paintwork yet to do including the wheel bays, the underwing stores and the interior of the airbrakes, but that can come later, after the application of the decals.

MOHAWK MARKINGS

The decals in the box look rather pleasant, thin and glossy with pretty good register and nice looking colours. In operation they do work quite well, however they are also a little on the brittle side, requiring careful handling. They are also almost completely unreactive

to setting and softening solutions; both Microscale and the Mr Mark versions had almost no effect on them (You need some Daco 'strong'! - Ed).

This meant a lot of cutting and teasing with a paintbrush to try and get them to conform to all the moulded detail. I'm glad that I used the paint approach for most of the walkway lines otherwise I think I would have been pulling my hair out with this lot. As it was I ended up painting some of the markings as opposed to using the decals.

Talking of which, there are over eighty stencils on the sheet to be applied, and quite a few that aren't mentioned as well, so it's a tedious process.

BACK TO THE METAL

The Eduard etched sets have a whole stack of additions and modifications to do to the undercarriage doors that really do make a serious difference to the amount of detail on show. These include new interior skins as well as actuating arms and hinges. Painted gloss white along with the interior of the main bays themselves, they all slot onto the airframe without trouble, and combined with the additions to the

oleo legs make a splendid looking set of pins. It does get a bit fiddly in there with the actuating arms and suchlike, but take it easy and it does all go in.

There are also the underwing racks and stores to consider. In the box you have an excellent spread of armament to choose from, including gun pods, rocket pods (two types) and the 150 gal drop tanks. Suitably painted they make a big difference to the 'look' of the aircraft, until now it's been a little comical, but with rocket pods and tanks it suddenly looks a lot more menacing.

Once the model is sat on its own three legs I can safely add the rest of the details that have been kept in the box for fear of breakage. These include a whole host of little blade antenna and 18 static wicks that droop from the trailing edges of the wings and tails. There are the cockpit steps to slot into place and lots of touching up to do to the paintwork.

The final touches are simple but make all the difference; first of all it's the overall surface finish. I know that the aircraft were originally sprayed in Gloss Olive Drab, however the Vietnamese environment soon wrecked

that, making it look pretty scabby. I opted on a satin varnish to get a reasonable sheen to it all without looking too glossy, which always seems wrong on such a small scale. Second, it's the black exhaust staining from the turboprop engines, which can look pretty grubby. For this I wanted a completely matt look to represent the sooty deposits, so I used a 50/50 mix of matt black and matt Dark Earth, liberally sprayed around the jet pipes.

Next it's the aerial wire from the fin to the top of the rear fuselage. There are a large number of possible ways for this to be done so check your references to see just how the wire is attached. I opted for a simple two-wire layout, which seems to be representative of the JOV variant. Fishing line is good for the wire, attached with small drops of superglue with painted PVA for the insulator blocks.

Last of all is the unmasking of the canopy, always tense but always rewarding when it all turns out all right. There were a few paint seepages under the tape but these were easy to clean off with a cocktail stick. The side doors are positioned in their characteristic semi-open position and it's time to take stock. ■

FINAL VERDICT

■ A two-part verdict this one, and it all starts with the plastic bits. The Roden kit of the Mohawk is a good one, it's accurate, well detailed and goes together very well indeed, in fact there's not a lot wrong with it at all apart from the rather awkward decals and the fit problems of the transparent parts. There are also three different versions of the OV-1 to choose from, depending on which box you get your mitts on (#406 OV-1A/JOV-1A, #410 OV-1B/OV-1C, #413 OV-1D). Eduard's etched parts for it are an extra expense it's true, but that money buys a huge amount of detail work. It's a bit fiddly, it's not actually that easy (I was seriously frustrated with some of it) and it does complicate what would be a simple build, but I think it's worth every penny. In its 'Big ED' format it's got some bits in it that I didn't use, such as the remove-before-flight tags, but otherwise it does its job admirably.

Was it worth the money?

No tadpole has ever looked this mean!



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- SAT FEB 10** Model Show in its 11th year promises to be bigger and better than ever!
- SUN APR 29** Military Book Fair **PLUS** Reserve Collection Open Day
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- SAT OCT 20** Autumn Model Show with emphasis on attracting younger modellers
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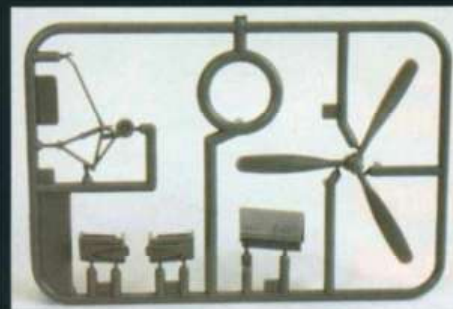
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new releases - kits

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

PREVIEW



Chance-Vought F4U-1 'Birdcage' Corsair

Scale 1:72 / Tamiya, Japan / Materials: IM / Kit No.: 60774 / Availability: The Hobby Company Ltd (UK Importer) and Tamiya stockists worldwide / Price Guide: £12.99

Following on from the F4U-ID (#60752) released at the end of 2000, this new version utilises most of the parts from the earlier kit along with new sprues of grey and clear parts. The former sprue contains five parts, the propeller, tailwheel and hook unit, inserts behind the canopy and the inboard starboard flap (the only one that is separate in the 1:72 kit). The clear sprue contains the new 'Birdcage' canopy, windscreen, gunsight, ventral panel and landing light. This sprue also contains the later style canopy without the bulge, which will be utilised in the -1A version to follow (#60775). There are decal options for four machines: '17-F-12' from VF-17 on USS Bunker Hill in 1943; '17-F-13' also from VF-17 on Bunker Hill; 'White 83' as flown by Maj. George 'Pappy' Boyington of VMF-214; 'White 13' as flown by Lt Kenneth A. Walsh of VMF-214. The first three options are in the three-colour scheme (Dark Blue, Intermediate Blue and Insignia White), while the final option is in the two-colour scheme.

Verdict: Tamiya's previous Corsair was a little gem and this one is no different. The quality of the detail and components is without reproach and it can be most highly recommended to all modellers, regardless of their experience, it is *THAT* good! Our thanks to Tamiya Inc for the review sample

DIMENSIONS

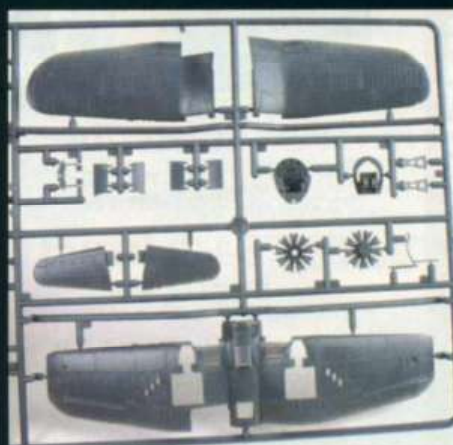
Span - 41ft 3in (12.47m)
Length - 33ft 6in (10.16m)

DIMENSIONS - 1:72

Span - 173.6mm
Length - 141.1mm

REFERENCES - OUR PICK OF THE BUNCH!

- Chance-Vought F4U Corsair Vol.1 by A. R. Zbiegniewski (Kagero 2004)
- Corsair - 30 Years of Filibustering 1940-1970 by Bruno Pautigny (Histoire & Collections 2003 ISBN: 2-913903-28-2)
- F4U Corsair Part I [XF4U through F2G], Detail & Scale Vol.56 by Bert Kinsey (Squadron/Signal Publications 1998)
- F4U Corsair by A. Jarski, Aircraft Monograph No.19 (AJ Press 2005 ISBN: 82-7237-162-8)
- Vought F4U Corsair by H. Maki, T. Yamada, H. Kuroki & S.T. Hards, Aero Detail No.25 (Art Box Co., Ltd 1999)
- Vought F4U-7 Corsair 'Warbird Tech' (Speciality Press 1997)



Messerschmitt Bf 109F-2

PREVIEW

Scale 1:48 / ICM, Ukraine / Materials: IM / Kit No.: 48102 / Availability: The Hobby Company Ltd (UK Importer) and / ICM stockists worldwide / Price Guide: £14.99

Many will recall the announcement by ICM back in 2001 that they were going to do a new series of Bf 109s. This came to naught for various reasons but the whole project is obviously now back up and running because this is the first of the variants they had scheduled for release. It is a brand-new tooling, with nicely engraved panel lines and the kit includes a full engine and separate cowls. It comprises 89 grey and five clear components although there are a few of the former that are not required in this version (wooden prop, deeper chin radiator and later exhaust stacks). The breakdown of parts is quite conventional and will cause little concern, although the moulded detail in the cockpit may not be to all tastes and the separate wing tips had us all wonder why initially. There is certainly scope to add detail to the kit and improve certain areas and we are sure the experts will pontificate over the accuracy of this kit for years to come! There are four colour options in the kit: 'White 1' flown by Oblt E. Mayer of 7/JG2; 'White 2' flown by Lt Max-Hellmuth Ostermann of 7/JG54; '<I' flown by the Geschwader Adjutant of JG54; '<O' flown by Lt D. Rohwer of 1/JG3. All colours are quoted by Model Master paints and sadly not by RLM codes, so you may need to do additional research here.

Verdict: There are already F-series kits out there, with the old Hasegawa ones being pretty good, but it is still good to have this new example from ICM. The quality and detail is good and hopefully it will build up OK from the box. The inclusion of the engine is a nice touch, although it will slightly complicate assembly, but all in all this is a kit that we can recommend to all Luftwaffe modellers. Our thanks to The Hobby Company Ltd for the review sample.

DIMENSIONS

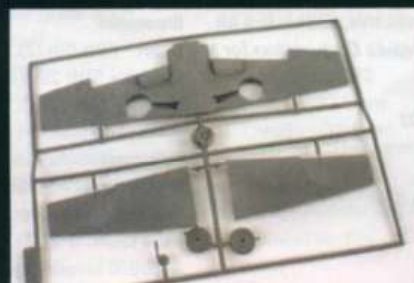
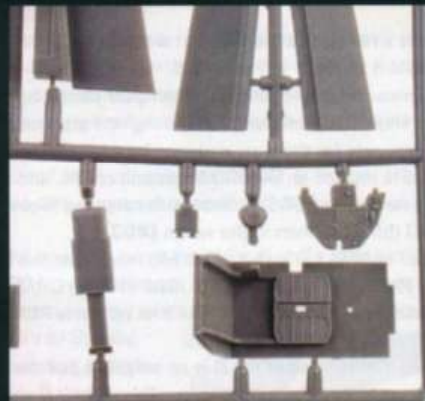
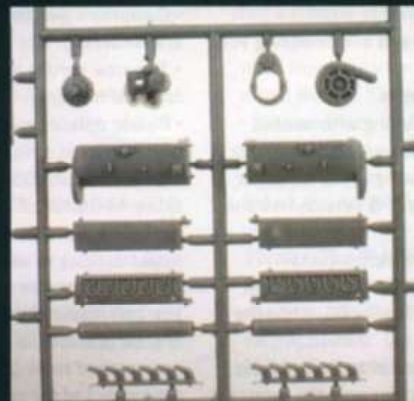
Span - 32ft 6 1/2in (9.924m)
Length - 29ft 8in (9.048m)
Height - 8ft 6 1/4in (2.6m)

DIMENSIONS - 1:48

Span - 206.8mm
Length - 188.5mm
Height - 54.2mm

REFERENCES - OUR PICK OF THE BUNCH!

- Bf 109F: Monogram Close-Up No. 9 by T.H. Hitchcock (Monogram Aviation Publications, 1991)
- Bf 109F Model Art Special No.408
- Messerschmitt Bf 109F, G & K series: An Illustrated History by J. Prien & P. Rodeike (Schiffer ISBN 0-88740-424-3)
- Messerschmitt Bf 109F-K: Development, Testing, Production by W. Radinger & W. Otto (Schiffer ISBN 0-7643-1023-2)



new releases - kits

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

Junkers Ju 87D Stuka

Scale 1:32 / Hasegawa, Japan / **Materials:** IM / **Kit No.:** ST26 / **Availability:** Amerang Ltd (UK Importer) and Hasegawa stockists worldwide / **Price Guide:** £34.99



- This is a revision to the G-2 that we featured in Issue 8 and in this boxing you can build it as the D-1/Trop or D-5.
- Comprises 93 grey-coloured and ten clear plastic components.
- Both short (D-1) and long (D-5) wing tips are included, along with revised access panels for the wing undersurface for each of these two variants. Other new parts include an SC1000 bomb and cradle, and two wing racks for either a drop tank or two SC50 bombs with extended fuses. The D-5 version has only the MG 151/20 cannon in the wings (#D3).
- Colour options are included for two machines: the D-5 of Hptm. Hans-Ulrich Rudel, Kommandeur of III./SG2 in 1944; D-1/Trop of Oblt Walter Siegel, Kommodore of STG3 in 1942. The first option is RLM 70/71 over 65, while the second is RLM 70/71/79 over 65.

Verdict: The release of the D is no surprise, but the option of both short and long span is, as we were pretty confident their D would offer only the former, it is welcome nevertheless. The quality of the parts and the ease of assembly go without saying and our build of the G-2 in Issue 8 confirms this, so this is a kit we can highly recommend to all. Our thanks to the Hasegawa Corporation for the review sample.

Dimensions

Span - 37ft 8 3/4in (11.50m) [D-1],
49ft 2 1/2in (15.00m) [D-5]
Length - 49ft 2 1/2in (11.50m)
Height - 12ft 9.5in (3.84m)

Dimensions - 1:32

Span - 359.4mm [D-1], 468.8mm [D-5]
Length - 359.4mm
Height - 120mm

References - Our pick of the bunch!

Aircraft Archive - Bombers of World War Two (Argus Books 1988 ISBN:0-85242-968-1)
Junkers Ju 87D, Profile No.211 [Blue Series] (Profile Publications)
Junkers Ju 87D/G, Aero Detail No.11 (Art Box Co., Ltd 1994 ISBN: 4-499-22634-1)
Ju 87 Stuka In Action No.73 by B. Filley (Squadron/Signal Publications 1986 ISBN-0-89747-175-X)

SPAD XIII.1

Scale 1:48 / JMGT, France / **Materials:** R, PE, WM / **Kit No.:** 48ARI7 / **Availability:** Hannants (UK Distribution) and JMGT stockists worldwide / **Price Guide:** £TBA

- SPAD - Société Pour l'Aviation et ses Dérivés.
- Comprises 22 tan-coloured resin, plus 22 photo-etched and 20 white-metal parts.
- Colour options are included for three machines: S445 flown by Capt. Fonck; 'MC' flown by Sgt F. Chavannes and L. de Marmier; 'Red O' flown by Capt. C.J. Biddle. The instructions (French & English) do not quote the colours by any modelling paint ranges.

Verdict: Building a model like this will require additional research, but there are sufficient references available in English on the subject (see elsewhere). The quality of the resin, photo-etched and metal is extremely good and the subject is not over-complicated. It is certainly a kit that we can recommend to any WWI fans with experience of resin kits, and our thanks to JMGT for supplying the review sample.

Dimensions

Span: 25ft 8in (7.81m)
Length: 19ft 11in (6.08m)
Height: 7ft 2in (2.20m)

Dimensions - 1:48

Span - 162.7mm
Length - 126.7mm
Height - 45.8mm

References

Spad Fighters In Action No.93 (Squadron/Signal Publications)
Spad XII/XIII Aces of WWI by J. Guttman, Aircraft of the Aces No.47 (Osprey Publishing)
Windssock Vol.4 No.3



Douglas A-26C Invader

Scale 1:72 / Italeri, Italy / **Materials:** IM / **Kit No.:** I259 / **Availability:** The Hobby Company Ltd (UK Importer) and Italeri stockists worldwide / **Price Guide:** £11.99

- Revised tooling, based on their A-26K (See Issue 14) kit
- Comprises five clear and 97 light grey-coloured plastic parts. All panel lines are recessed.
- Two new sprues include propellers, engines, cowls, gun packs, wheels, turrets and bombs.
- Colour options are included for four machines: 44-34334 of the 37th BS, 17th BG based at Pusan, Korean in November 1953; 44-35754 of the 8h BS, 3rd BG, Korea, July 1953; 44-24??? of CIB 328 based at Costantine, Algeria in 1958; 44-35239 of G.B. 1/25 'Tunisie' based at Cat Bi (Indochina) in December 1953. The first two options are black overall, the third is black with a white upper decking to the fuselage and the final option is bare metal.

Verdict: Alongside their K version and the Revell A/B-26B, this means that you can now make all the main service versions of the Invader. The kit is good and makes up into a very nice model (See Issue 14), so it can be recommended to all USAF and French AF fans. Our thanks to the The Hobby Company Ltd for supplying the review sample.

Dimensions

Span - 69ft 5in (21.34m)
Length - 50ft 2in (15.44m)
Height - 18ft 4in (5.64m)

Dimensions - 1:72

Span - 296.4mm
Length - 214.4mm
Height - 78.3mm

References

Air War over Korea by J. Mesko (Squadron/Signal Publications)
A-26 Invader In Action No.134 by J. Mesko (Squadron/Signal Publications 1994 ISBN: 0-89747-296-9)
A-26B/C Invader by F. Gallelli (Aries Publications, 1994)
Douglas A-26 and B-26 Invader (Crowood 2002)
Douglas A-26 Invader, Warbird Tech Vol.22 (Speciality Press, 1999)



Messerschmitt Me 263 V1

Scale 1:72 / Special Hobby, Czech Republic / **Materials:** IM, R, PE / **Kit No.:** SH72118 / **Availability:** Hannants (UK Distribution) and Special Hobby stockists worldwide / **Price Guide:** £11.25

- New tooling.
- Initially designated the Me 163D, the type later became the Me 263 and planned production of this type would have been undertaken by Junkers as the Ju 248. The type was only ever tested as a glider and never reached production or operational service.
- Kit comprises 26 light grey-coloured and 2 clear plastic parts plus 5 resin and 19 photo-etched components.
- A colour scheme is included for the first prototype, W/Nr. 381001, DV+PA in RLM 81/82 over 76.

Verdict: The Me 263 is an important part of the Me 163 story, and as such deserves a place in any Luftwaffe collection. This new kit is very nice and with the fuselage split horizontally and moulded with the upper and lower wing halves, it will be a pretty easy kit to build. Our thanks to Special Hobby for supplying the review sample.

Dimensions

Span - 31ft 2in (9.50m)
Length - 25ft 10 2/3in (7.90m)

Dimensions - 1:72

Span - 131.9mm
Length - 109.7mm

References

German Aircraft Interiors 1935-1945 (Monogram Aviation Publications)
German Jets in WWII, Model Art No.348 (Bunrin-do)
Messerschmitt Me 263 by D. Myhra: X-Planes of the Third Reich (Schiffer ISBN: 0-7643-0909-9)





Grumman F-14D Super Tomcat

Scale 1:144 / Revell AG, Germany / **Materials:** IM / **Kit No.:** 04049 / **Availability:** Revell AG [UK Branch] (UK Importer) and Revell stockists worldwide / **Price Guide:** £2.99

- Revised tooling, based on their F-14A version (#04029)
- Comprises one clear and 56 light grey plastic parts. All panel lines are recessed
- Weapons fit includes AIM-9 Sidewinders, AIM-54 Phoenix and AIM-120 missiles plus drop tanks.
- Colour options are included for three machines: '163' of VF-101 'Grim Reapers' at NAS Oceana in September 2004; '164' of VF-101 'Grim Reapers' also at NAS Oceana in September 2004; '204' of VF-2133 'Black Lions' in the Persian Gulf in February 2006. All three machines are Dark Compass Grey (FS 36320) over Light Compass Grey (FS 36375) and Revell have included FS references along with their own paint numbers in the instructions.

Verdict: The release of the D is probably no real surprise, but at least we now have the ultimate Tomcat in this scale. The quality of the parts coupled with the decals, which are done by Daco, make for a very impressive package that we can highly recommend to all. Our thanks to the Revell AG [UK Branch] for supplying the review sample.

Dimensions

Span - 19.55m [Extended], 11.65m [Folded]
Length - 19.10m
Height - 4.88m

Dimensions - 1:144

Span - 135.7mm [Extended],
80.9mm [Folded]
Length - 132.6mm
Height - 33.9mm

References - Our pick of the bunch!

F-14 Tomcat In Action No.105 by A. Adcock (Squadron/Signal Publications 1990)
F-14 Tomcat Walk Around No.3 by L. Drendel (Squadron/Signal Publications, 1995)
Tomcat! The Grumman F-14 Story by P.T. Gillcrist (Schiffer ISBN: 0-88740-664-5)
Uncovering the Grumman F-14A/B/D Tomcat by D. Coremans (Daco Publications 2005 ISBN: 90-806747-6-1)

Douglas A-26B Invader

Scale 1:72 / Revell AG, Germany / **Materials:** IM / **Kit No.:** 04310 / **Availability:** Revell AG [UK Branch] (UK Importer) and Revell stockists worldwide / **Price Guide:** £13.99

- Revised tooling, based on the Italeri (A-26C/K) kit
- Comprises four clear and 97 silver-coloured plastic parts. All panel lines are recessed.
- Two new sprues include propellers, engine, cowls, gun packs, turrets and bombs.
- Colour options are included for four machines: 44-34372 of the 13th BS, 3rd BW based at Iwakuni AB, South Korea in August 1950; 44-34287 of the 13th BS, 3rd BW also based at Iwakuni, but flown by Capt Tony Curto; 44-34505 of G.B.1/19 'Gascogne' ay B.A.199 Cat St Jacques, South Vietnam in July 1955; 44-34505 of the same unit but based at B.A.193 Tourane, South Vietnam in February 1955. The first option is a weird mix of green and black areas over Neutral Grey, the second option is black overall and the last two are bare metal.

Verdict: With Italeri just having released the A-26C (#1259), this makes the series complete. The basic kit is quite easy to build and makes up into a very nice model (See Issue 14), so it is good to have these other variants now available. It is certainly one we can recommend to all USAF and French AF fans. Our thanks to the Revell AG [UK Branch] for supplying the review sample.

Dimensions

Span - 69ft 5in (21.34m)
Length - 50ft 2in (15.44m)
Height - 18ft 4in (5.64m)

Dimensions - 1:72

Span - 296.4mm
Length - 214.4mm
Height - 78.3mm



References

Air War over Korea by J. Mesko (Squadron/Signal Publications)
A-26 Invader In Action No.134 by J. Mesko (Squadron/Signal Publications 1994 ISBN: 0-89747-296-9)
A-26B/C Invader by F. Gallemi (Aries Publications, 1994)
Douglas A-26 and B-26 Invader (Crowood 2002)
Douglas A-26 Invader, Warbird Tech Vol.22 (Speciality Press, 1999)

Heinkel He 100D 0

Scale 1:72 / Special Hobby, Czech Republic / **Materials:** IM, PE / **Kit No.:** SH72115 / **Availability:** Hannants (UK Distribution) and Special Hobby stockists worldwide / **Price Guide:** £11.25

- New tooling. Although MPM issued a kit of this in 1994 (#72016) this is not a reissue of that tooling.
- The He 100 was never used operationally, except as an interceptor at the main Heinkel factory, although it was claimed to be a new fighter designated the 'He 113' in much propaganda material of the era.
- Kit comprises 32 light grey-coloured and 1 clear plastic plus 23 photo-etched components.
- Colour options are included for the three 'propaganda' schemes: 'White 8', 'White 5' and 'White 13' as they appeared when filmed at Marienehe airfield in 1940.

Verdict: The Old MPM kit was very much limited-run and a little basic as a result, so this new He 100 is very welcome. Even though it was never used operationally the well-known aspects of its use for propaganda make it very appealing. Our thanks to Special Hobby for supplying the review sample.



Dimensions

Span - 30ft 10 3/4in (9.42m)
Length - 26ft 10 3/4in (8.20m)
Dimensions - 1:72
Span - 130.8mm
Length - 113.9mm

References

Air Enthusiast No.38 (January 1989)
Heinkel He 100 by H.P. Dabrowski (Schiffer ISBN: 0-88740-345-X)

Fokker D.XXI Series 4 'Slotless Wing'

Scale 1:72 / Special Hobby, Czech Republic / **Materials:** IM, PE / **Kit No.:** SH72115 / **Availability:** Hannants (UK Distribution) and Special Hobby stockists worldwide / **Price Guide:** £10.99

- New tooling. Although MPM issued a kit of this in 1994 and a new one in 2003 (upgraded & reissued in 2005) this is, we believe, the third tooling of the D.XXI from MPM/Special Hobby.
- This time around the kit is all injected plastic, without the use of photo-etched (1st release) or resin (2nd release) for the interior or vac-formed plastic for the canopy.
- Kit comprises 52 light grey-coloured and 1 clear plastic plus 10 photo-etched components.
- Colour options are included for three aircraft: 'Yellow 8', FR-154 of 3/LLv 30 and flown by 2nd Lt V. Taina; 'Red 4', FR-125 of 2/LLv 30 flown by Ens T. Matilla; 'Red 2', FR-124 of 2/LLv 30 flown by Lt V. Sauru. Each machine is black and Olive Green over light grey.

Verdict: It is good to see the final version of the D.XXI finally available and the use of predominantly plastic parts does mean that this is a model well within the grasp of most skill levels. Our thanks to Special Hobby for supplying the review sample.



Dimensions

Span - 36ft 1in (11.00m)
Length - 26ft 10 3/4in (8.20m)
Height - 9ft 8in (2.92m)

Dimensions - 1:72

Span - 152.8mm
Length - 113.9mm
Height - 40.6mm

References

Fokker D.XXI by G.H. Kamphuis, Profile No.63 (Profile Publications 1966)
Fokker D.XXI - Suomen Ilmavoimien Historia No.3 (Tietoteos, 1977)
Fokker D.XXI - Dutch & Danish Service by W. Eberspacher (Phalanx Monograph No.1, 1995)
Fokker D.XXI by P. Skulski, Seria Pod Lupa No.10 (Ace Publications 1999)
Icare No.79
Le Fokker D.21 bt P De Jong, Profils Avions No.9 (LeLa Presse 2005)

new releases - kits

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

Vultee V-1A 'Civilian Markings'

Scale 1:72 / **Special Hobby, Czech Republic** / **Materials:** IM, R, PE
Kit No.: SH72130 / **Availability:** Hannants (UK Distribution) and Special Hobby stockists worldwide / **Price Guide:** £13.65

Status: Revised reissue with new decals of V-1A released under Azur label in 2004 (#A038).

Panel Lines: Recessed

Parts: 46 light grey-coloured and 12 clear

plastic parts plus four resin components

Decal Options: 3 (NC-14255 in the colours of

Crusader Oil Company in 1936, NC-13768 of

American Airlines and NC-13770 of American

Airlines as flown by Jimmy Doolittle during his famous record transcontinental flight of the USA)

References

Air Magazine No.18

Vultee Aircraft by J. Thompson

**Gloster Gauntlet Mk I**

Scale 1:72 / **HR Model, Czech Republic** / **Materials:** R, PE / **Kit No.:** 7353 /
Availability: Hannants (UK Distribution) and HR Model stockists world-
wide / **Price Guide:** £17.60

Status: New tooling

Panel Lines: Recessed

Parts: 26 resin and 11 photo-etched components

Decal Options: 2 (• J-27 and J-26, both of the Danish Air Force)

References

Bristol Bulldog & Gloster Gauntlet by

A. Crawford (Mushroom Model Publications 2005,

ISBN: 83-89450-04-6)

Gloster Gauntlet by F.K. Mason, Profile No.10

(Profile Publications 1965)

**Republic F-91-III Thunderceptor**

Scale 1:72 / **Planet Models, Czech Republic** / **Materials:** R, VF /
Kit No.: PLT 143 / **Availability:** Hannants (UK Distribution) and Planet
Models stockists worldwide / **Price Guide:** £33.99

Status: New tooling. Limited edition

Panel Lines: Recessed

Parts: Two clear vac-formed plastic and 53 resin components

Decal Options: 1 (First prototype,

46-680 in overall bare metal)

Note: The kit depicts the XF-91 modified to -III form for the proposed XF-91B

References

Fighters of the United States Air Force

by R. F. Dorr & D. Donald (Temple Press Aerospace 1990)

The Thunder Factory - An Illustrated History of the Republic Aviation

Corporation by Joshua Stoff (Motorbooks International 1990)

The American Fighter by E. Angelucci & P. Bowers (Orion 1987)

**Fairey Firefly T Mk 1/2**

Scale 1:72 / **Special Hobby, Czech Republic** / **Materials:** IM, R, PE / **Kit No.:** SH72050 / **Availability:** Hannants (UK Distribution) and Special Hobby stockists worldwide / **Price Guide:** £11.25

Panel Lines: Recessed

Status: Revision to Firefly series

(#SH72030 & 72031) released in 2003

Parts: 27 grey and 4 clear injected plastic plus 37 resin and 16 photo-etched components

Optional parts for T Mk 2

that retained two 20mm cannon

Decal Options: 3 (T Mk 2 MB578, '906', Strn Flt, RNAS Eglinton; T Mk 1,

Z2027 of the RN, 1948; T Mk 1, 12•H of the Marine Luchtvaartdienst in 1949)

Note: The box art is incorrect as it shows MB578 without the two cannon in the wing that were installed in all T Mk 2s

References

Fairey Firefly by G. Bussy, Warpaint No.28 (Hall Park Books 2000)

Scale Aircraft Modelling Vol.3 No.7 April 1981

**Douglas TBD-1A Devastator**

Scale 1:72 / **Valom, Czech Republic** / **Materials:** IM, R, PE / **Kit No.:** 72017 / **Availability:** Hannants (UK Distribution) and Valom stockists worldwide / **Price Guide:** £19.99

Status: Revised tooling to depict the single airframe fitted with floats to become the TBD-1A

Panel Lines: Recessed

Parts: Two clear and 49 grey-coloured plastic plus 17 resin

and 26 photo-etched components

Decal Options: 2 (TBD-1, 8-T-14,

VT-8, USS Hornet, 1942 &

TBD-1A, BuNo.0268, NAF Guild Island, 1939-1943)

Note: You can build either a standard TBD-1 or the float-equipped TBD-1A from this kit

References

Douglas TBD Devastator, Profile No.171 by Thomas M. Doll (Profile

Publications 1967 & 1970)

**Kawasaki Ki-61-I Hien (Tony)**

Scale 1:72 / **Dragon, Hong Kong** / **Materials:** IM, PE / **Kit No.:** 5028 /
Availability: The Hobby Company Ltd (UK Distribution) and Dragon
stockists worldwide / **Price Guide:** £15.50

Panel Lines: Recessed

Status: Revised reissue of kit originally

released in 1995 (Ki-61-I Hei #5021),

now offering Hei, Koh & Otsu variants

Parts: 2 clear and 47 grey-coloured

injected plastic plus 11 photo-etched components

Decal Options: 6 (37th Training

Squadron [Koh]; 2nd Chutai, 68th Sentai [Otsu]; 2nd

Chutai, 39th Sentai [Hei]; 244th Sentai [Hei];

HQ Chutai, 244th Sentai [Hei]; 56th Sentai [Hei])

References

Imperial Japanese Army Kawasaki Type 3 & 5 Fighter - Model Art No.428

(Model Art Ltd, 1994 ISSN: 08734-5)

Kawasaki Type 3 Hien & Type 5 Army Fighter (Ki-61 & Ki-100), Maru

Mechanic No. 37 (November 1982 ISSN: 68363-38)



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new releases - accessories

Quite a number of new products this month. so without further ado...

CMK, Czech Republic [www.czechmasterkits.cz] / Available from: Hannants

This month sees the following mix of new accessories from CMK:



1:72 7075

B-17F/G Engine Set

This set gives you one complete engine for the B-17 along with a new rear bulkhead, cowl flaps and separate cowlings. It comprises 42 resin and 32 photo-etched components. The engine is the same as seen in set #7077 (right), while all the other parts are specific to this set. Some surgery will be required on the kit to install this set.

Designed for: Academy kit

Material: R, PE

Price Guide: £7.50



1:72 7077

Wright 1820 Cyclone

This highly detailed engine is made up of 38 resin and 32 photo-etched components. The resin is used for the crankcase, cylinders and intake and exhaust pipes, while the etched gives smaller details like rocker cover baffles, rocker covers and bracing bars plus the ignition harness. The modeller will have to make all the pushrod tubes from wire.

Designed for: Various

Material: R, PE

Price Guide: £6.80



1:48 4177

Fokker E.V Engine

In this set you get a new multi-part, highly detailed engine plus a new bulkhead and cowl. The former is made up of sixteen resin parts, to which fits the photo-etched part included in the Eduard kit (#PEI), while the latter two are just 'plug-in' parts to replace the kit components.

Designed for: Eduard

Material: R

Price Guide: £7.15



1:48 4178

Fokker E.V Detail Set

This set is made up of 23 resin pieces, which include a new cockpit floor, kick plates, compass, seat, frame-work behind the seat, plywood panels inside the cockpit area, pouches inside attached to the cockpit frame-work and new machine guns to be used with the photo-etched in the kit. The other parts in this set include replacement main wheels and separate control surfaces.

Designed for: Eduard

Material: R

Price Guide: £8.99

Verdict: CMK make good sets, we all know that, and this latest batch is no exception as they are perfectly cast with excellent levels of detail. Each of those featured will certainly enhance its intended subject and they can be highly recommended to all. Our thanks to CMK for the review samples

Available from: www.czechmasterkits.cz

Hippo Models, Czech Republic [www.sweb.cz/hippomodels] / Available from manufacturer

Here is the latest batch of accessories from this manufacturer.



1:72

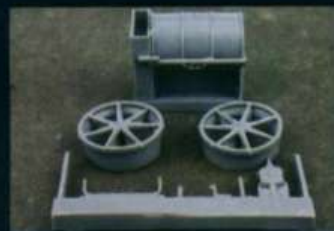
WWI Fire Pump

The fire pump cart offered in this set is entirely resin and made up of 18 pieces. The modeller will have to add a couple of lengths of wire in certain areas and a suitable 'cable' to act as a fire hose, but the rest is included.

Designed for: N/A

Material: R

Price Guide: £TBA



1:48

WWI German Refuelling Set

This set offers the style of refuelling cart that basically consisted of an oil drum laid on its side and mounted in a two-wheel cart with the hand-operated pump mounted on top. It is all made in resin (10 parts), with the modeller only having to supply a suitable 'hose'.

Designed for: N/A

Material: R

Price Guide: £TBA



1:48

WWI Wicker Seats and Wicker Seats with Seat Belts

As the title states you get four wicker seats, one with seat belts and one without. There are two different styles for each, so they will suit most WWI subjects.

Designed for: N/A

Material: R

Price Guide: £TBA



1:48

WWI Flares, Rockets & Accessories for German Planes

This rather 'Flash Gordon' looking set of flares and pistol is suitable for a number of German WWI subjects, and also included are two racks and four ammo drums for Parabellum machine guns.

Designed for: N/A

Material: R

Price Guide: £TBA

Verdict: The Hippo Models range of accessories is actually produced by Aires, so their quality is assured and they can be highly recommended to all. Our thanks to Hippo Models for supplying the review samples.

Available from: www.sweb.cz/hippomodels

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



North Star Editions, USA (www.northstarhobbies.com)
/Available from manufacturer

This is the first product from a new company in the USA, so let's have a look at what is on offer.

1:48 NSE 48-001 CF-105 Arrow Cockpit/Canopy Detail Set

This update set comprises a new resin cockpit interior made up of the floor, bulkheads, side consoles, ribs and seats, all in resin. Smaller details like the seat belts, etc. are all in photo-etched. The set also includes all the clamshell canopy sections in resin with the clear sections supplied as acetate. If you don't want to install this in the kit, or you have already built your example, then this set also comes with a section of the upper decking so that it can be built as a stand-alone unit for display; you even get a photo-etched label to go on your display base!

Designed for: Hobbycraft (#1659) kit

Material: R, PE

Price Guide: ETBA (\$55.99)

Verdict: This is an excellent start from this manufacturer, as the level of detail and quality of casting are first class. The inclusion of the option to use the set on its own is a very clever one and we must admit that building the model with the canopy closed, but with this cockpit on the base alongside, would make an impressive display. It is certainly recommended to all experienced modellers, and our thanks to North Star Hobbies for the review sample
Available from: www.militaryhobbies.com

Obscureco Aircraft, USA/ Available from manufacturer

Probably not a name well-known outside the US, this firm produce some excellent accessories, so read on...



1:72 OBS72014

P-51D-5-NA Conversion

In this set you get five resin components: new aft fuselage and vertical fin, new tailplanes, tailwheel doors and radio rack. All of these parts are direct replacements for the kit elements, although some cutting will be required to fit the new tail etc, but there are good scrap-views and drawings on the instructions to help you with this.

Designed for: Tamiya kit

Material: R

Price Guide: ETBA

Verdict: All the Obscureco products are excellent, and they have a nice little range. Sadly these are not often seen outside the USA, which is a shame as they are well worth seeking out. The two above can be highly recommended to all USAF fans, and our thanks go to Obscureco Aircraft for supplying the review samples.

Available from: Manufacturer

Griffon Model Accessories, Czech Republic (www.griffon.cz)
Available from Hannants (UK) and Squadron (USA)

Just a couple of new sets this month. Note that these sets have been primed grey by us to ease photography.



1:48 GRF48056 P-40 Klimov Engine Conversion

This conversion is designed for the Hasegawa P-40E kit and allows you to build a Klimov-powered machine, as used in Russia during WWII. It consists of a new upper engine cowl with separate exhaust stacks, a replacement front cowl section and a new propeller and spinner unit, all in resin. Some surgery will be required to the kit to install this set.

Designed for: Hasegawa kit

Material: R

Price Guide: £15.60

1:48 GRF48057 Wellington Wheel Set

This is a set of resin main and tailwheels to replace the rubber and plastic ones in the Trumpeter kit. They are all 'weighted', as is the vogue nowadays, and should simply plug in where the kit parts would go.

Designed for: Trumpeter kit

Material: R

Price Guide: £3.85

Verdict: Griffon produce excellent detail and conversion sets that are all well detailed and beautifully cast. This new batch is no exception and can be highly recommended to all. Our thanks to Griffon Model Accessories for supplying the review samples.

Available from: www.griffon.cz



1:48 OBS48010

P-47D Wheels

[Diamond Tread]

This is a set of tyres and (partial) hubs for the Tamiya kit that will act as direct replacements for these parts in the kit.

Designed for: Tamiya kit

Material: R

Price Guide: ETBA

new releases - accessories

More new items for the Scale Aircraft Modeller

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

This month sees a large batch of new photo-etched detail sets and paint masks from Eduard, so here is a rundown of what is on offer.

Photo-Etched 1:72 'Zoom'

SS257 TSR.2 [Pre-painted] (Airfix)
Price Guide: £3.70
SS272 Messerschmitt Bf 109K-4
(Fine Molds) Price Guide: £3.70
SS273 F/A-18C Hornet (Hasegawa)
Price Guide: £3.70

Photo-Etched 1:72

73-012 Seat belts France WWI [Pre-painted] Price Guide: £3.70
73-013 Seat belts France WWII [Pre-painted] Price Guide: £3.70
73-014 Seat belts USN Early [Pre-painted] Price Guide: £3.70
73-257 TSR.2 [Pre-painted] (Airfix)
Price Guide: £10.50
73-272 Messerschmitt Bf 109K-4
[Pre-painted] (Fine Molds) Price Guide: £10.50
73-273 F/A-18C Hornet [Pre-painted]
(Hasegawa) Price Guide: £13.50
73-280 Savoia-Marchetti SM.79
Serie I [Pre-painted] (Italeri) Price Guide: £13.50

Photo-Etched 1:72 'Big ED'

BIG 72-23 Douglas B-26K Invader
[Pre-painted] (Italeri) Price Guide: £35.70
Includes: 72-434 Bomb Bay Detail Set, 72-453 Exterior Detail Set, 73-008 Remove Before Flight Tags [Pre-painted], 73-279 Interior Detail Set [Pre-painted], CX134 Canopy & Wheel Mask
BIG 72-24 Lancaster B Mk III Dambuster (Hasegawa) Price Guide: £35.70
Includes: 72-451 Landing Flaps, 72-456 Dambuster Exterior, 73-011 Lancaster Seat Belts [Pre-painted], 73-259 Dambuster Interior [Pre-painted], CX117 Canopy, Turret & Wheel Mask
BIG 72-25 F-4F Phantom (Hasegawa) Price Guide: £22.80
Includes: 72-395 F-4 Phantom Exhaust, 72-411 F-4 Phantom FOD Guards, 73-008 Remove Before Flight Tags [Pre-painted], 73-264 F-4F Phantom Detail Set [Pre-painted], CX025 Canopy & Wheel Mask

Photo-Etched 1:48 'Zoom'

FE337 B-17G Flying Fortress Cockpit Interior [Pre-painted] (Revell/Monogram) Price Guide: £4.99
FE358 Mitsubishi A6M2b Type 21 [Pre-painted] (Hasegawa) Price Guide: £4.99
FE359 Curtiss SB2C-I Helldiver Interior [Pre-painted] (Revell-Monogram/Accurate Miniatures) Price Guide: £4.99
FE363 RF-4E IDF Phantom II [Pre-painted] (Hasegawa) Price Guide: £4.99
FE367 EF-2000 Typhoon Single

Seater (Revell) Price Guide: £4.99

Photo-Etched 1:48

48-526 Curtiss SB2C-I Helldiver Bomb Bay (Revell-Monogram/Accurate Miniatures) Price Guide: £10.50
48-527 Curtiss SB2C-I Helldiver Landing Flaps (Revell-Monogram/Accurate Miniatures) Price Guide: £13.50
48-533 B-17G Flying Fortress Exterior (Revell-Monogram) Price Guide: £10.50
48-547 Spitfire F Mk 22/Mk 24 Landing Flaps (Airfix/Eduard) Price Guide: £7.50
48-551 Fw 190A-8 Landing Flaps (Eduard) Price Guide: £10.50
49-337 B-17G Flying Fortress Cockpit Interior [Pre-painted] (Revell/Monogram) Price Guide: £13.50
49-358 Mitsubishi A6M2b Type 21 [Pre-painted] (Hasegawa) Price Guide: £13.50
49-359 Curtiss SB2C-I Helldiver Interior [Pre-painted] (Revell-Monogram/Accurate Miniatures) Price Guide: £15.40
49-360 B-17G Flying Fortress Interior [Pre-painted] (Revell/Monogram) Price Guide: £10.50
49-361 B-17G Flying Fortress Mid-Section Interior [Pre-painted] (Revell/Monogram) Price Guide: £10.50
49-362 B-17G Flying Fortress Rear Interior [Pre-painted] (Revell/Monogram) Price Guide: £13.50
49-363 RF-4E IDF Phantom II [Pre-painted] (Hasegawa) Price Guide: £13.50
49-367 EF-2000 Typhoon Single

Seater [Pre-painted] (Revell) Price Guide: £13.50

Photo-Etched 1:48 'Big ED'

BIG 48-66 WWII Seat Belt Set - Allies Price Guide: £22.80
Includes: 49-001 USAF & USN WWII [Pre-painted], 49-006 RAF WWII [Pre-painted], 49-007 RAF Late [Pre-painted], 49-010 France WWII [Pre-painted], 49-012 USN Early [Pre-painted]
BIG 48-67 WWI Seat Belt Set Price Guide: £13.50
Includes: 49-011 RFC WWI [Pre-painted], 49-030 German WWI [Pre-painted], 49-031 France WWI [Pre-painted]
BIG 48-68 Focke-Wulf Fw 190A-8 (Tamiya) Price Guide: £24.00
Includes: 48-244 Rammjäger Plates, 48-396 Landing Flaps, 48-449 Access & Scribing Templates, 49-348 Detail Set [Pre-painted], EX155 Paint Canopy & Wheel Masks, EX500 Spinner Spiral Masks
BIG 48-69 F-18E Super Hornet (Hasegawa) Price Guide: £21.60
Includes: 48-520 Exterior Detail Set, 49-009 Remove Before Flight Tags [Pre-painted], 49-353 Interior Detail Set [Pre-painted], EX187 Canopy & Wheel Mask

Photo-Etched 1:35

32-153 CH-47A Chinook Exterior (Trumpeter) Price Guide: £10.50
32-157 UH-60A Blackhawk Exterior (Academy/Italeri) Price Guide: £13.50
32-552 CH-47A Chinook Interior [Pre-painted] (Trumpeter) Price Guide: £13.50

32-563 CH-47 Chinook Cargo Seat Belts [Pre-painted] (Trumpeter) Price Guide: £13.50
32-575 UH-60A Blackhawk Interior [Pre-painted] (Academy/Italeri) Price Guide: £15.50
32-578 UH-60A Blackhawk Cargo Sea Belts [Pre-painted] (Academy/Italeri) Price Guide: £10.50

Photo-Etched 1:32

32-154 Douglas SBD Dauntless Exterior (Trumpeter) Price Guide: £11.75
32-160 Douglas SBD Dauntless Engine (Trumpeter) Price Guide: £10.50
32-163 Douglas SBD Dauntless Landing Flaps (Trumpeter) Price Guide: £15.50
32-567 P-38L Lightning Interior [Pre-painted] (Trumpeter) Price Guide: £15.50
32-568 Chance-Vought F4U-I Corsair Interior (Trumpeter) Price Guide: £15.50
32-579 Douglas SBD Dauntless Early Seat Belts [Pre-painted] (Trumpeter) Price Guide: £5.60
32-580 Douglas SBD-1/2 Dauntless Front Interior [Pre-painted] (Trumpeter) Price Guide: £15.50
32-584 Douglas SBD-1/2 Dauntless Rear Interior [Pre-painted] (Trumpeter) Price Guide: £15.50
32-586 SBD-3/4 Dauntless Rear Interior [Pre-painted] (Trumpeter) Price Guide: £15.50
32-587 SBD-3/4 Dauntless Front Interior [Pre-painted] (Trumpeter) Price Guide: £15.50
32-588 Douglas SBD Dauntless Late Seat Belts [Pre-painted] (Trumpeter) Price Guide: £5.60



32-590 P-38L Lightning Seat Belts (Trumpeter) Price Guide: £5.60
 33-008 MiG-15 Instrument Panel [Pre-painted] (Trumpeter) Price Guide: £5.60
 33-009 MiG-17 Instrument Panel [Pre-painted] (Trumpeter) Price Guide: £5.60
 33-014 Messerschmitt Me 163B Komet Instrument Panel [Pre-painted] (Hasegawa) Price Guide: £5.60

Photo-Etched 1:32 'Big Ed'

BIG 32-41 Junkers Ju 87G-2 (Hasegawa) Price Guide: £33.80
 Includes: 32-155 Exterior Detail Set, 32-561 Interior Detail Set [Pre-painted], 32-564 Seat Belts [Pre-painted], JX053 Canopy & Wheel Masks
 Note: All mask sets included in the Big Ed sets are Kabuki tape.
 BIG 32-42 WWII Seat Belt Set Price Guide: £25.80
 Includes: 32-504 Seat Belts IJA, 32-505 Seat Belts IJN, 32-506 Seat Belts USAF & USN Late, 32-507 Seat Belts Luftwaffe, 32-526 Seat Belts RAF Late, 32-527 Seat Belts RAF WWII

Eduard Masks

Each set of masks includes those for the canopy as well as any other glazed sections and all the wheels (main, tail and/or nose). They are die-cut Kabuki tape.
 I:72 CX152 Ju 52/3m (Italeri) Price Guide: £3.70
 I:72 CX157 Ki-43 I Oscar (Hasegawa) Price Guide: £1.99
 I:72 CX158 MiG-29 Fulcrum (Italeri) Price Guide: £1.99
 I:72 CX160 Eurocopter EC-145 (Revell) Price Guide: £3.15
 I:48 EX185 Sikorsky CH-53E Super Stallion (Academy) Price Guide: £4.99
 I:48 EX187 F-18E Super Hornet (Hasegawa) Price Guide: £3.70
 I:48 EX188 Ilyushin Il-2m3 (Accurate Miniatures) Price Guide: £3.70
 I:48 EX189 Lockheed TF-104G Starfighter (Hasegawa) Price Guide: £4.99
 I:48 EX190 Spitfire Mk IXc/XVle (Airfix) Price Guide: £2.50
 I:48 EX191 EF-2000 Typhoon Single-seater (Revell) Price Guide: £3.70
 I:48 EX192 Kawasaki T-4 (Hasegawa) Price Guide: £4.99
 I:48 EX193 Ki-43 II Oscar (Hasegawa) Price Guide: £1.99
 I:48 EX194 Il-2 Stormovik Single-seater (Accurate-Miniatures) Price Guide: £2.50
 I:48 EX195 Wellington Mk I (Trumpeter) Price Guide: £5.60
 I:48 EX196 Anson (Classic Airframes) Price Guide: £5.60

I:48 EX197 Walrus (Classic Airframes) Price Guide: £4.99
 I:48 EX198 Ki-10-II Perry (Fine Molds) Price Guide: £2.50
 I:48 EX199 ACH-47A Chinook (Italeri) Price Guide: £3.70
 I:32 JX057 Douglas SBD-1/2 Dauntless (Trumpeter) Price Guide: £5.60
 I:32 JX058 A6M2 Zero (Tamiya) Price Guide: £3.15
 I:32 JX059 A-4E/F Skyhawk (Hasegawa) Price Guide: £4.99
 I:32 JX060 EC-135 (Revell) Price Guide: £5.60

Verdict: Once again this month I think that the above sets, especially the pre-painted ones (B-17G - superb!) and the 'Big Ed' series, just confirm the fact that Eduard have raised the beam, quality and detail-wise, to put them head and shoulders above everyone else. We like the release of the 'Zoom' versions at the same time as the normal series, as this gives modellers the option to pick and choose. This is a good thing as some may not want to go the whole hog of a complete detail set and just want to update the interior with the stunning pre-painted instrument panels etc. They are all highly recommended to everyone who has experience with photo-etched, and our thanks to Eduard M.A. for supplying the review samples.

Available from: www.eduard.cz



new releases - accessories

Our final batch of new items this month...

G-Factor, USA / Available from manufacturer

This is a new name from the USA that offers beautiful cast brass replacement sets.



1:48

McDD F/A-18 Hornet Wing Folds

This set of direct replacement wing fold hinges, being made of brass, will be that much stronger than the plastic ones in the kit.

Designed for: Hasegawa kit

Material: BR

Price Guide: £TBA



1:32

Grumman TBF/TBM Avenger Undercarriage Set

This larger-scale set of direct replacement main oleo legs is very welcome to support the weight of the Trumpeter kit.

Designed for: Trumpeter kits

Material: BR

Price Guide: £TBA



1:32

Republic F-105D/G Undercarriage Set

One area of the Trumpeter kit that is neither accurate nor strong enough is the undercarriage, so this new set puts things right in all instances. Each unit is beautifully cast as a single piece that replaces the entire assembly in the kit.

Designed for: Trumpeter kits

Material: BR

Price Guide: £TBA



1:32

Focke-Wulf Fw 190A-D Undercarriage Set

This set combines replacement main oleo legs with a new tailwheel complete with tyre and wheel.

Designed for: Hasegawa kits

Material: BR

Price Guide: £TBA



1:48

McDD F-4 Phantom Undercarriage Legs

As you can see, this set gives you the main legs as one piece with the retraction jacks, etc, all separate. Once again these are direct replacements for the kit parts.

Designed for: Hasegawa kit

Material: BR

Price Guide: £TBA

Verdict: This is an excellent range of new sets and one that will be welcome, especially by those of you working with 1:32. As yet we are unaware of any UK outlet for this series, so all enquiries should initially be made directly to the manufacturer. Our thanks to G-Factor for supplying the review samples.

Available from: Manufacturer

Heritage Aviation Models Ltd, UK [www.heritageaviationmodelsLtd.com] / Available from manufacturer

1:72

TSR.2 Cockpit Set

This set is not actually purpose-built for the Airfix kit, it originates from the ResiTech kit of the type, which Heritage Aviation now own, and they have reissued the two photo-etched frets and white-metal seats from that kit. The photo-etched parts offer just about everything for the cockpit (instrument panels, seat details etc), but those who made the ResiTech kit will also realise that the wheel hubs and undercarriage doors and oleo compression linkage are also on the frets. The set does have the lovely photo-etched access ladders as well, but just be careful how you remove them from the backing card, as the tape will tear off the treadplates if you are not very careful.

Designed for: Airfix kit

Material: WM, PE

Price Guide: £8.00

1:72

Westland Whirlwind Mk 9 Nose & Floor

Meant for the Italeri Sikorsky H-19B kit, this conversion allows you to modify it to depict the RN Mk 9 by replacing the nose and fuselage floor, as well as modifying the access door. All of this is noted in the instructions, with some diagrams, but additional research may be advisable to get the most out of this set.

Designed for: Italeri kit

Material: R

Price Guide: £8.00

1:48

Harrier Detail Set

This set offers replacement intakes, drop tanks, tailplanes and exhausts for the GR Mk 1 to GR Mk 3 & Sea Harrier FRS Mk 1.

Designed for: Airfix kit

Material: R

Price Guide: £8.50

Verdict: All of the above are good, basic sets that will help you add to the intended kit. The TSR.2 set is welcome and a wheel well set is also due shortly from Heritage, and the Harrier update set has nicely moulded exhaust cans to overcome the seam lines seen in just about every kit of the type!

Can we have some later versions (GR Mk 5/AV-8B) please! Our thanks to Heritage Aviation Models Ltd for supplying the review samples.

Available from: www.heritageaviationmodelsLtd.com



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new releases - decals

There are a number of new sheets this month, from a wide range of manufacturers.

Euro Decals, United Kingdom [www.fantasyprintshop-decals.com]

Available in the UK from: Manufacturer

1:72 ED72-105 UK Air Arm de Havilland Venom

- FB Mk I, WK403 of No.94 Squadron, 2nd TAF, RAFG Celle, 1955 (DG/DSG/PRUB)
- FB Mk I, WE345 of No.11 Squadron, 2nd TAF, RAFG Wunstorf, early 1950s (DG/DSG/PRUB)
- FB Mk I, WE388, No.118 Squadron, 2nd TAF, RAFG Fassburg, 1954 (DG/DSG/PRUB)
- FB Mk 4, WR464, No.266 Squadron, 2nd TAF, RAFG Wunstorf, 1953 (DG/DSG/PRUB)
- FB Mk I, WF435, No.6 Squadron, RAF Akrotiri, 1954 (DG/DSG/PRUB)
- FB Mk I, WK394, No.145 Squadron, RAFG Celle, 1956 (DG/DSG/PRUB)
- FB Mk I, WR353, No.45 Squadron, RAF Kai Tak, Hong Kong, 1956 (DG/DSG/PRUB)
- NF Mk 2A, WL673, No.256 Squadron, RAF Coltishall, mid-1950s (DG/DSG/MSG)
- NF Mk 2A, WL672, No.219 Squadron, RAF Driffield, 1956 (DG/DSG/MSG)

Colour Key: DG - Dark Green - DSG - Dark Sea Grey, PRUB - PRU Blue, MSG - Medium Sea Grey

Designed for: Hasegawa kit

Price Guide: £7.95

Verdict: The above sheet is also available in 1:48 (#ED48-105) for £11.95. They are both certainly excellent sheets that are only in need of one thing, a good injected kit of the type! That aside they are both well printed, with good colour instructions, and they can certainly be recommended to all RAF fans. Our thanks to Fantasy Printshop for the review samples.

BEST BUY 8/10

FOR: SEE REVIEWS

Eagle Strike, United States [www.eaglestrikeproductions.com]

Available in the UK from: Hannants

1:48 48254 Mirage F.1 Part 1

- F.ICG, '138' of No.344 Thalos and No.342 Sparta Squadrons, the Greek Air Force (MBG/A)
- F.ICZ of the SAAF just prior to disbandment (LG/MDBG/MG)
- F.IAZ of the SAAG (S/OG/MDBG)
- F.IJA, 'FAE807' of No.2112 Sqn, Ecuadorian Air Force (LG/DG/OG)
- F.ICE, 14-07, Ala de Caza, 14 del Ejercito del Aire Espanol (LG)
- F.ICE, 14-43, Ala de Caza, 14 del Ejercito del Aire Espanol (LG)
- F.IEDA of No.111 Squadron, Quatar Air Force (DD/CH/AB)
- F.ICZ, No.3 Squadron, SAAF, Waterkloof (DB/OG/LG)
- F.ICZ, No.1 Sqn, SAAF, Hoedspruit AB (DB/OG/LG)

Colour Key: MBG - Medium Blue/Grey, A - Aluminium, LG - Light Grey FS36495, MDBG - Mid-Blue/Grey FS35237, MG - Mirage Grey FS26008, S - Sand FS30257, OG - Olive Green FS34079, DG - Dark Green FS34097, DD - Desert Drab FS20400, CH - Chestnut FS30140, AB - Azure Blue FS35183, DB - Desert Buff FS33637

Designed for: Esci/Italeri kit

Price Guide: £7.25

1:48 48255 Mirage F.1 Part 2

- F.IEQ4, '4528' of the Iraqi Air Force (DD/CH/LG)
- F.IEQ4, '4010' of the Iraqi Air Force (DD/CH/LG)
- F.IEH, '171' of the Moroccan Air Force (DD/OG/LG)
- F.ICH, '126' of the Moroccan Air Force (DD/OG/LG)
- F.ICK of the Kuwait Air Force (PG/LG)
- F.ICK of the Kuwait Air Force (DD/LC/LG)
- F.ICJ of the Royal Jordanian Air Force (MBG/A)
- F.IEJ of the Royal Jordanian Air Force (DD/CB/LG)
- F.IEE, 46-12 of No.462 Sqn, Ejercito del Aire based at Las Palmas (MBG/A)
- F.ICE, 141-05 of the Ejercito del Aire (DD/CB/LG)
- F.IED of the Libyan Air Force (DD/FG/OG/LG)
- F.IAD of the Libyan Air Force (DD/FG/OG/LG)

Colour Key: DD - Desert Drab FS20400, CH - Chestnut FS30140, LG - Light Grey FS36495, OG - Olive Green FS34079, PG - Pale Grey FS35630, LC - Light Coffee FS33448, MBG - Medium Blue/Grey, A - Aluminium, CB - Chestnut Brown FS30140, FG - Forest Green FS34102

Designed for: Esci/Italeri kit

Price Guide: £7.25



Verdict: This is a good, selection of schemes for the F.1 from Eagle Strike, each sheet is well produced with perfect register and colour. They come with colour instructions with some of the complex artwork supplied as inkjet-printed decals to allow these to be far more detailed. Our thanks to Eagle Strike for the review samples.

BEST BUY 10/10

FOR: ESCI/ITALERI KITS

Hawkeye Models, Australia www.hawkeyemodels.com.au

Available in UK from: Manufacturer

I:72 CDS-210 Malayan Airways DC-3

• Douglas DC-3, 9M-ALO of Malayan Airways (A/W)

Colour Key: A - Aluminium, W - White

Designed for: Italeri kit

Price Guide: £TBA

I:72 CDS-213 Fokker 27-400

• Fokker 27-400, VH-TFM of TAA - The Nation's Jetliner (C/W/GG)

Colour Key: C - Chrome Silver, W - White (Gloss), GG - Gull Grey (Flat)

Designed for: Escl/Ertl kit

Price Guide: £TBA

Verdict: Hawkeye products used to be sold in the UK via Model Alliance, but they are now only available direct from the manufacturer. Each sheet is printed with continual carrier film, and to reduce the risk of cracking and yellowing with age, the printed images don't have a top coat of varnish. Once (carefully) applied a wipe with a soapy cloth will remove any oils, etc, and a gloss coat can then be applied. They are both certainly well worth considering if you are interested in civil aviation, and our thanks to Hawkeye Models (Australia) for the review samples.

BEST BUY 7/10

FOR: SEE REVIEWS

Leading Edge Models, Canada www.lemdecal.com

Available in UK from: Hannants

I:72 72.56 CAF CF-18 425 Squadron 2006

Demo

This sheet offers the very colour scheme applied to the No.425 Squadron demonstration aircraft from the 2006 air show season. The aircraft is in the standard Light Grey FS36375 and Medium Grey FS35237 scheme but has the outer faces of the vertical fins in blue with large Maple leaf motifs on them. The inner faces of the fins carry the same motif, but in shades of the standard greys. The decals also include the standard markings for this machine, should you want them.

Designed for: Hasegawa kit

Price Guide: £5.95

I:48 48.56 CAF CF-18 425 Squadron 2006 Demo

This sheet offers the same scheme as seen on 72.56, but in the bigger scale.

Designed for: Hasegawa kit

Price Guide: £6.95

I:48 48.57 CAF CF-104 Starfighters

• CF-104, S/No.104704 of the Aerospace Engineering and Test Establishment, CFB Cold Lake (NM)

• TF-104D, S/No.104652, also from the Aerospace Engineering and Test Establishment, CFB Cold Lake (NM)

• TF-104D, S/No.104661, No.441 Sqn (MG)

• CF-104, S/No.104785, No.441 Sqn (MG)

• TF-104D, S/No.104651, No.417 Squadron, CFB Cold Lake (MG)

• CF-104, S/No.104732, No.417 Squadron, CFB Cold Lake (MG)

Colour Key: NM - Natural Metal, MG - Medium Green FS34102

Designed for: Hasegawa kits

Price Guide: £5.40 (\$8.00)

Verdict: All of these sheets offer very striking options and you can also get the CF-18 option (#72.56/48.56) in I:32 (#32.15) should you want to update your Academy kit. The quality of the decals is superb and the instructions are very comprehensive, so they can both be highly recommended to all, and our thanks to Leading Edge Models for the review samples.

BEST BUY 10/10

FOR: SEE REVIEWS



Model Alliance, United Kingdom www.theaviationworkshop.co.uk

Available in UK from: The Aviation Workshop

I:48 MAS-489028 Defending the Reich Skies Part I

• Bf 109G-14, 'White 1' of 9/JG26 based at Lille-Nord, France in May 1944 (RLM74/75/76)

• Focke-Wulf Fw 190D-9, W/Nr.210194, 'C11', flown by Fw. Werner Hohenberg of Stab./JG2 based at Merzhausen, Germany in January 1945 (RLM82/83/76)

• Focke-Wulf Ta 152H-1, 'Yellow 1' of 7/JG301 based at Alteno, Germany in February 1945 (RLM82/83/76)

• Messerschmitt Bf 109G-10, W/Nr. 150816, 'Black 4' of 11/JG2 found at Langensalza, Germany in April 1945 (RLM74/75/76)

• Focke-Wulf Fw 190A-9, W/Nr.490044, 'Red 22' of 6/JG301 based at Langensalza, Germany in April 1945 (RLM74/75/76)

Colour Key: RLM 74 - Dunkelgrau, RLM 75 - Grauviolett, RLM 76 - Lichtblau, RLM 82 - Hellgrün, RLM 83 - Dunkelgrün

Designed for: Hasegawa, Dragon/Italeri and Tamiya kits

Price Guide: £9.00

I:48 MAS-489029 Defending the Reich Skies Part 2

• Messerschmitt Bf 109G-14/AS, W/Nr.??6316, 'White 4' of an unknown unit at Kassel, Germany in 1945 (RLM75/82/76)

• Messerschmitt Bf 109G-14/AS, W/Nr.784930, 'Green 1' of 1/JG77 in 1945 (RLM 75/82/76)

• Focke-Wulf Fw 190D-9, W/Nr.600651, 'White 15' of an unknown unit based at Staßfurt, Germany in 1945 (RLM 75/82/83/76)

• Focke-Wulf Fw 190A-8, 'C4' of Stab./JG301 in Germany in April/May 1945 (RLM74/75/76)

• Focke-Wulf Fw 190F-8, W/Nr.681330, 'Yellow 11' of 11/SG2 based at Beuberg, Germany in 1945 (RLM 75/82/76)

Colour Key: RLM 75 - Grauviolett, RLM 76 - Lichtblau, RLM 82 - Hellgrün, RLM 83 - Dunkelgrün

Designed for: Hasegawa, Dragon/Italeri and Tamiya kits

Price Guide: £7.50

Verdict: Both of these sheets are well printed with perfect register and colour density. The colour instructions are good, but depending on a colour key without listing the colours within each profile caption is not the best solution, as printing is vague and with so many greys and greens, it all gets a bit confusing at times! If you take care though you should be able to work all the colours out, so we can recommend the above sheets, and our thanks to Model Alliance (The Aviation Workshop) for the review samples.

BEST BUY 8/10

FOR: SEE REVIEWS



new releases - decals

Xtradecal, United Kingdom [www.hannants.co.uk]

Available in UK from: Hannants

I:72 X72066 RAF Update 2004-2006 Part 1

- Jaguar GR.3A, XZ103 of No.41 Sqn, RAF Coltishall, 2006 (DSG/DCG)
- BAe Harrier GR.9, ZG478 of No.41(R) Sqn, RAF Coningsby, April 2006 (DSG/DCG)
- BAe Harrier GR.9, ZG508 of No.41(R) Sqn, RAF Coningsby, April 2006 (DSG/DCG)
- Panavia Tornado GR.4A, ZD739 of No.41(R) Sqn, RAF Coningsby, April 2006 (DSG/DCG)
- Panavia Tornado GR.4A, ZD469 of No.15(R) Sqn, RAF Lossiemouth, September 2005 (DSG/DCG)
- Short Tucano T.I, ZF417 of No.207(R) Sqn, No.1 FTS, RAF Leeming, 2005 (GB)
- Panavia Tornado F.3, ZE785 of No.41(R) Sqn, RAF Coningsby, April 2006 (CG)
- Panavia Tornado F.3, ZE785 of the FJW0EU, RAF Waddington, 2004 (CG)
- Panavia Tornado F.3, ZE797 of No.43 Sqn, RAF Leuchars, June 2005 (CG/GB)
- Panavia Tornado F.3, ZG799 of No.111 Sqn, RAF Leuchars, July 2005 (MSG)
- Panavia Tornado F.3, ZE154 of No.56(R) Sqn, RAF Leuchars, July 2005 (MSG)

Colour Key: DSG - Dark Sea Grey BS381C-638, DCG - Dark Camouflage Grey BS381C-629, GB - Gloss Black, CG - Camouflage Grey BS381C-626, MSG - Medium Sea Grey BSC 637

Designed for: Hasegawa (Jaguar & Harrier), Revell (Tornado), Airfix (Tucano)

Price Guide: £6.95

I:72 X72067 RAF Update 2004-2006 Part 2

- Panavia Tornado GR.4, ZA585 90th Anniversary of No.9 Sqn, RAF Marham, 2004 (DSG/DCG)
- Panavia Tornado F.3, ZE887 of No.11 Sqn, RAF Leeming, 2005 (CG/GB)
- Panavia Tornado F.3, ZG780, 90th Anniversary of No.25 Sqn, RAF Leeming, 2005 (CG/GB)
- Panavia Tornado F.3, ZG757 of No.43 Sqn, RAF Leuchars, March 2006 (MSG)
- Panavia Tornado F.3, ZE342 of No.25 Sqn, RAF Leeming, March 2005 (MSG)

- Panavia Tornado F.3, ZG757 of No.43 Sqn, RAF Leuchars, February 2004 (CG)
- Westland Puma HC.1, XW214 of No.33 Sqn, RAF Benson, 2004 (DG/LG)
- Panavia Tornado GR.4, ZD709, No.31 Sqn, RAF Marham, December 2004 (MSG)
- Short Tucano T.I, ZF204 of No.72(R) Sqn, No.1 FTS, RAF Leeming, 2005 (GB)
- Short Tucano T.I, ZF343 of No.72(R) Sqn, No.1 FTS, RAF Leeming, 2006 (GB)

Colour Key: DSG - Dark Sea Grey BS381C-638, DCG - Dark Camouflage Grey BS381C-629, GB - Gloss Black, CG - Camouflage Grey BS381C-626, MSG - Medium Sea Grey BSC 637, DG - Dark Green BS381C-640, LG - Lichen Green BS4800-12B25

Designed for: Revell (Tornado), Airfix (Tucano), Italeri (Puma)

Price Guide: £6.95

I:72 X72068 RAF Stencil Data, Roundels etc.

This sheet offers the stencilling and national insignia for the Harrier GR Mk 7 & 9, Jaguar GR Mk 3 and Tornado F Mk 3 & GR Mk 4A that are also included in the previous two sheets, so you can update existing kit decals in this scale.

Designed for: Hasegawa (Jaguar & Harrier), Revell (Tornado)

Price Guide: £6.95

Verdict: These are all excellent sheets, with perfect register and colour density. If you are into modern RAF fast jets and trainers, then they can all be highly recommended, and our thanks to

Hannants for supplying the review samples.

N.B. The Wellington sheet shown here for info only, as it was used in an article in Issue 17 (December 2006)

BEST BUY 10/10

FOR: SEE REVIEWS

**Arawasi Decals, Japan [www.arawasi.jp]**

Available from: Manufacturer

I:72 AR72001 Fancy Nates

- Nakajima Ki-27 Otsu, 6111 Kyoiku Hiko Rentai (Training Regiment), Korean 100 Butai, 1943 (GG)
 - Nakajima Ki-27 Otsu, 14 Kyoiku Hikotai (Training Unit), Dai 14 Kyoiku Hiko Rentai (Training Regiment), 'Hayabusa' I4301 Butai, November 1940 (GG)
 - Nakajima Ki-27 Otsu, 29 Kyoiku Hikotai (Training Unit), 'Hayabusa' I7304 Butai, October 1944 (EB/G/GG)
 - Nakajima Ki-27 Otsu, 50th Sentai, 3rd Chutai, 'Hoshi' Hikotai, Clark Field AFB, The Philippines, January 1942 (G/GG)
- Colour Key:** GG - Grey Green, EB - Earth Brown, G - Green
- Designed for:** Hasegawa kit
- Price Guide:** £TBA

I:48 AR48001 Fancy Nates

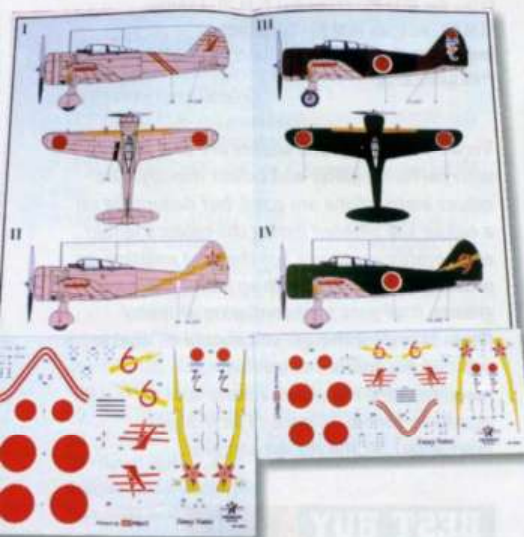
- Nakajima Ki-27 Otsu, 6111 Kyoiku Hiko Rentai (Training Regiment), Korean 100 Butai, 1943 (GG)
- Nakajima Ki-27 Otsu, 14 Kyoiku Hikotai (Training Unit), Dai 14 Kyoiku Hiko Rentai (Training Regiment), 'Hayabusa' I4301 Butai, November 1940 (GG)

- Nakajima Ki-27 Otsu, 29 Kyoiku Hikotai (Training Unit), 'Hayabusa' I7304 Butai, October 1944 (EB/G/GG)
 - Nakajima Ki-27 Otsu, 50th Sentai, 3rd Chutai, 'Hoshi' Hikotai, Clark Field AFB, The Philippines, January 1942 (G/GG)
- Colour Key:** GG - Grey Green, EB - Earth Brown, G - Green
- Designed for:** Hasegawa kit
- Price Guide:** £TBA

Verdict: Both of these sheets are printed by Aviprint, so you know their quality. Arawasi have certainly gone for quality in both the decals and instructions and they can be highly recommended to all Japanese aviation fans. Our thanks to Arawasi Decals for the review samples.

BEST BUY 9/10

FOR: SEE REVIEWS



DONT MISS A THING....



Issue 1

- Roden 1:32 Fokker Dr.I
- Sword 1:48 Northrop T-38 Talon
- Trumpeter 1:32 MiG-21MF
- Hasegawa 1:32 Nakajima Ki-84 Hayate
- Trumpeter 1:72 Westland Wyvern S.4

» and more...



Issue 2

- Special Hobby 1:48 F2A-3 Buffalo
- Hasegawa 1:32 Bf 109G-6
- Trumpeter 1:32 TBF-1c Avenger
- Falco - The Fiat CR.42 by Richard J. Caruana
- Hasegawa 1:48 P-40N

» and more...



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- Accurate Miniatures 1:48 Vought SB2U-1 Vindicator
- Revell's 1:32 Heinkel He 162A-2
- Academy 1:72 Lockheed P-38J Lightning

» and more...



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- MPM 1:48 Aero L-39ZA Albatross
- Hasegawa 1:72 Avro Lancaster B Mk I/III
- Techniques - Painting Effects

» and more...



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- Trumpeter 1:32 Messerschmitt Me 262A-1a
- Academy 1:32 McD D F/A-1B Hornet
- Messerschmitt Me 262 - Single-seat illustrations

» and more...



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- Hasegawa 1:48 Kawasaki Ki-61-I Hei
- Tamiya 1:32 Lockheed-Martin F-16C Thunderbirds

» and more...



Issue 7

- Hasegawa 1:48 Focke-Wulf Fw 190A-3
- Hasegawa 1:48 Boeing-McCDD F/A-18F Super Hornet
- A-7 Corsair II Illustrations
- Trumpeter 1:48 Focke-Wulf Fw 200 Condor

» and more...



Issue 8

- Battleaxe 1:32 Albatross D.III
- Trumpeter 1:48 MiG-19S
- HMS Illustrious - The Malta connection by Richard J. Caruana
- Czech Model 1:48 N.A. F3D Skyknight

» and more...



Issue 9

- Vintage Fighter Series 1:24 Curtiss P-40
- Eduard 1:48 Nieuport N.II
- Hawker-Siddeley HS.125 Illustrations
- Tamiya 1:48 Fw 190A-8
- Techniques Guide - Painting Resin Cockpits Part I

» and more...



Issue 10

- Hasegawa 1:32 Ju 87G-2
- Eduard 1:48 Airco D.H.2
- Hawker Sea Fury Illustrations
- Tamiya 1:48 Republic P-47M Thunderbolt
- Techniques Guide - Painting Resin Cockpits Part 2

» and more...



Issue 11

- Hasegawa 1:72 He III
- Model Design Construction 1:32 Hawker Typhoon
- McD D F-4J Phantom by Richard J. Caruana
- Airfix 1:72 BAC TSR.2
- Techniques Guide - Paint Chips

» and more...



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- Fonderie Miniatures 1:48 Grumman F11F Tiger
- Trumpeter 1:32 MiG-29M
- Bristol Beaufort by Richard J. Caruana
- Revell 1:144 Antonov An-124 Ruslan

» and more...



Issue 13

- Academy 1:48 Sikorsky CH-53E Super Stallion
- Eduard 1:48 Fokker D.VII
- Academy 1:72 LTV F-8E Crusader
- Grumman F8F Hellcat by Richard J. Caruana
- Tamiya 1:48 He 162A-2

» and more...



Issue 14

- Hasegawa 1:48 Lockheed TF-104G Starfighter
- Italeri 1:72 A-26K Invader
- Trumpeter 1:32 Dauntless
- Suez Crisis 50th Special 1:48 Sea Hawk and Meteor
- NF.11/13 and Special Hobby 1:72 Sea Hawk

» and more...



Issue 15

- Eduard 1:48 Polikarpov I-16
- Eduard 1:48 Polikarpov I-16
- Special Hobby 1:72 Bristol Beaufort
- Fiat CR.32 by Richard J. Caruana
- Fisher Model & Pattern 1:32 Grumman Cougar

» and more...



Issue 16

- Hasegawa 1:48 Gates Learjet
- Trumpeter 1:48 Vickers Wellington Mk Ic - Part I
- Eduard 1:48 Fokker E.V (D.VII)
- Canadair Sabre in RAF Service Illustrations
- Kopro 1:48 Sukhoi Su-22M-4

» and more...

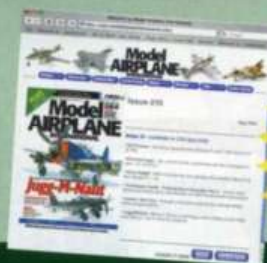


Issue 17

- Hasegawa 1:48 Bell P-400
- Hasegawa 1:72 Ju 88A-4
- Trumpeter 1:48 Vickers Wellington Mk Ic - Part 2
- Bell P-39/P-400 Airacobra by Richard J. Caruana
- Tamiya 1:32 Mitsubishi AGM5 Zero

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Heller La Maquette à la Française

by J-C. Carbonel

Histoire & Collections

ISBN: 2-915239-66-5

Price Guide: £29.95 (€37.50)

• 160-page, A4, hardback

• French

• www.histoireetcollections.fr



+ With the sad (temporary) demise of Heller in 2006 this story about the company is more current than ever. Written by well-known model historian Jean-Christophe Carbonel, it is in French throughout (well, what else!). It is no great problem, as the information is very much visual and you can decipher most of the facts and figures. The text charts the firm from the early days through to their first release (Caravelle) in 1957, and then works forward year by year. The title is as much about the kits produced each year as the man behind Heller, Léo Jahiel, and the mix of photos of the models, with shots from the Heller archives and various bits of period ephemera, all create a very visual package. Like us you can go through the book going "I have got one of those" and looking at the brand's association with other well-known names from the hobby like Buzco (their US distributor of the 1960s) and RIKO (their UK distributor of the same era), seeing the various packaging, the catalogues and names we all know so well like Philippe Jourdan (who we better know today for his Hi-Tech range) will fill so many of you with nostalgia that you may just have to go and get that Breguet 693 out of the loft and build it! The title is rounded off with a list of all the kits produced, all the ones that were planned, other manufacturers' kits that Heller has released and all those kits from other sources Heller used, all very useful.

Verdict: A stunning title, yes, it is limited by being in French only, but let's hope that one day it may be translated into English. The wealth of information coupled with the excellent photography and design have all created an excellent title that is a must for any modeller's library. Heller has given so much to our hobby, it is good to see it all written down for prosperity at last.

RATING 10/10

SUPPLIED BY: THANKS TO CHRIS LLOYD SALES & MARKETING

Aermacchi C.202

by G. Apostolo, G. Cattaneo & G. Massimello

La Bancarella Aeronautica

ISBN: N/A

Price Guide: £14.99 (€16.00)

• 64-page, A4, laminated card cover

• Italian & English

• Ali D'Italia Series No.22



+ For those of you who do not know the Ali D'Italia range, it has been going for over a decade now and is a series of softback monographs that look specifically at the development, operational use and technical description of a certain aircraft type manufactured in Italy. This is not the first volume on the C.202 from them, ten years ago the second one in the series was on this machine, but it is long out of print and this new volume is totally revised, updated and expanded. The text is split 50/50 per page into Italian and English, with all photo captions also in both languages. This narrative charts the development and operational use of the C.202, with lots of period black and white photographs, and there is a superb section towards the end that is purely technical, looking at how the C.202 was made. There are 1:72 and 1:48 plans in the centre pages and the covers are both gatefold and contain a number of excellent colour profiles.

Verdict: If you missed the first volume you will want this new one, if you have the first volume you still need this one as it has been expanded and revised. The series is first rate, well worth considering if you are interested in Italian aviation, and one we can highly recommend.

RATING 10/10

SUPPLIED BY: THANKS LA BANCARELLA AERONAUTICA

Fiat BR.20 Part 1

by P. Waldis & F. Pedriali

La Bancarella Aeronautica

ISBN: N/A

Price Guide: £14.99 (€16.00)

• 64-page, A4, laminated card cover

• Italian & English

• Ali D'Italia Series No.23



+ Made in the same vein as the C.202 title review previously (see left), this new title on the BR.20 contains the same mix of historical data in both English and Italian, with loads of black and white images, and this first part deals with pre-war service of the type. Before you ask, yes there is a technical section with photographs and diagrams of the interior of the BR.20, something that we have not seen in this depth before on this subject. 1:72 plans for the BR.20, Serie I and BR.20A are included in the centre pages and the covers are again gatefold with a large number of colour profiles on them.

Verdict: The BR.20 has existed as an Italeri kit for years and with this book you can at last update and detail it to reach today's standards. The level of visual information and the wealth of technical data make it a must for all Italian aircraft fans.



RATING 10/10

SUPPLIED BY: THANKS LA BANCARELLA AERONAUTICA

Lockheed F-104 Starfighter Part 1

by G. Lang

AirDOC Publications

ISBN: 3-935687-57-5

Price Guide: £9.99 (€16.00)

- The Aircraft of the Modern German Army No.1
- 64-page, A4, laminated card cover
- German & English

+ This is the first edition in this new series from AirDOC, which nonetheless follows the same style and format as the other series they currently produce. This first part deals with the fighter-bomber units that operated the F-104 in German, so the narrative first looks at the F-104, then moves to chart licence production of the type in German. You are half way through before the narrative starts to look at each unit in turn, starting with JaboG 31, then JaboG 32, 33, 34 and finally JaboG 36. Each section is combined with period photographs that are in the main in colour, along with images of unit badges etc and a number of colour side profiles. The text is split 50/50 on each page between English and German, with both languages also used for all photo and profile captions.

Verdict: The F-104 is an ever-popular subject for modellers, and German operations of it are well covered in kit form, so this is a title we can recommend to all fans of the F-104 in general or of its use by Germany.

RATING 9/10

SUPPLIED BY: THANKS AIRDOC PUBLICATIONS



Israeli Air Force de Havilland Mosquito Part 1

by S. Aloni

AirDOC Publications

ISBN: 3-935687-61-3

Price Guide: £9.99 (€14.95)

- Modern Combat Aircraft Special Series No.5
- 64-page, A4, laminated card cover
- German & English

+ Before we go any further, wow, OK that has got that out of the way! As you can tell we are more than a little impressed with this new title, as it is crammed full of information, period photographs and a nice mix of colour profiles. Text is once again 50/50 German and English on each page with all photo and profile captions also in both languages. The story of the Mosquito is well known, but less well known is its operation in the Middle East by the IAF. This first part deals with the 1948 to 1953 period and so goes from the very earliest days of Mosquito operations, with images of some of the first machines delivered. These are not well known images outside of Israel, so they are very welcome, and as much of the acquisition of the Mosquitoes was clandestine, it is no surprise they have taken nearly 60 years to go public! The title charts those machines that came from the UK and those that came from France, as well as their introduction into the IAF and their use as both fighters and fighter-bombers. The whole thing is packed with period black and white images and a number of colour profiles have been created to illustrate how these machines looked. The appendix at the end of the title lists all No.109 and 100 Squadron Mosquito aircrew.

Verdict: Superb, an excellent title and one that will fill many gaps in the operational use of the Mosquito in the post-war period. It is highly recommended to all fans of the Mossie and any interested in IAF operations.

RATING 10/10

SUPPLIED BY: THANKS TO AIRDOC PUBLICATIONS



Henschel Hs 129

by D. Bernád

Midland Publishing

ISBN: 1-85780-238-1

Price Guide: £16.99 (\$29.95)

- Military Aircraft In Detail 2
- 96-page, 215mm x 280mm, laminated card cover
- English
- www.ianallanpublishing.com

+ This is the second title in this series, following on from the Ar 234 title we reviewed in Issue II. The title is mainly technical from a photographic and diagrammatic viewpoint, but supported by a good overall narrative. The coverage is broken down to look first at the Hs 129 in general, then to take, chapter by chapter, a detailed look at each variant starting with the A-series, then the B-1 and finally the B-2. There is a chapter on advanced weapons and equipment trials undertaken with the Hs 129, then a chapter on the 'ultimate' B-3 version and the whole book is concluded with a look at final planned developments and the quick demise of the tank buster from the battlefield with the loss of air superiority. Throughout there are masses of large format images, many of them well known, but a few less so. There are also colour profiles and a couple of rare colour images, but the title mainly utilises period drawings and diagrams from the flight manuals.

Verdict: As with the first volume this is an excellent title that all Luftwaffe fans will want in the bookcase and certainly one that is almost tailor-made for modellers because of the depth of information it offers.

RATING 10/10

SUPPLIED BY: THANKS TO IAN ALLAN PUBLISHING



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

News - Just Released

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

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
AMC	1:48	4806	R/VF	Zlin Z-226 T Trenér	£34.50	NT
AMC	1:48	4809	R/VF	Zlin Z-226 A/AS 'Akrobat'	£34.50	NT
A-Model	1:144	1418	IM	DHC CC-115 Buffalo	£10.25	RT
A-Model	1:72	72146	IM	Avro 504K/U-I	£7.35	RT
A-Model	1:72	72150	IM	De Havilland D.H.60G	£5.65	RE Ex-Frog
A-Model	1:72	72151	IM	Lavochkin La-5FN	£6.10	RE Ex-KP/Kopro
Anigrand Craftwork	1:72	2067	R/VF	C-124A/C Globemaster	£84.99	NT
Anigrand Craftwork	1:72	2068	R/VF	North American XB-28	£36.25	NT
AZ Models	1:72	72001	IM/R	Breda Ba-27M 'China'	£12.99	NT
AZ Models	1:72	72002	IM/R	Breda 27 Prototype	£12.99	NT
Azur	1:48	A051	IM/R	Loire 130M	£23.99	NT
Azur	1:72	A066	IM/R	Martin Maryland 'In FAFL service'	£15.25	RE Ex-Special Hobby
Classic Airframes	1:48	492	IM/R	DH Vampire NF	£29.95	RT
Contact Resine	1:24	2401	R/PE	Hansa-Brandenburg D.I	£175.80	NT Ltd Edition
Dragon	1:48	5501	IM/PE	Focke-Wulf Ta 152H-I	£22.50	RE
Dragon	1:48	5551	IM/PE	Messerschmitt Me 163 Komet with engine	£22.50	RE
Eduard	1:72	2103	IM	Fokker Dr.I 'Flyboys'	£7.50	RE
Eduard	1:72	2104	IM	Neiupot Ni-17 'Flyboys'	£7.50	NT
Eduard	1:72	7101	IM	Albatros D.Va	£1.99	RE Ltd Ed
FE Resin	1:144	14068	R/VF	Gotha Go 242A-I	£16.50	NT
FE Resin	1:144	14069	R/VF	Avia S-199 'Mezek' [Czech]	£11.30	NT
FE Resin	1:144	14070	R/VF	Dassault Mirage IIIBJ	£12.70	NT
FE Resin	1:144	14071	R/VF	McDonnell RF-101C Voodoo	£14.10	NT
FE Resin	1:144	14072	R/VF	McDonnell F-101A Voodoo	£14.10	NT
Fonderie Miniatures	1:48	6014	IM/R/PE	Dornier Do 24T	£53.50	NT
Fonderie Miniatures	1:48	6054	IM/R/PE	Grumman F-9F Cougar	£34.95	NT
F-Rsin	1:144	14055	R/VF	Bristol Brabazon I	£67.50	NT
Hi-Tech	1:48	HT003	IM/R/PE	Breguet XIVB.2	£23.50	RE
HR Models	1:72	7356	R/PE	Avro 551/552	£17.60	RT
HR Models	1:72	7355	R	Avro 552A	£17.60	NT
HR Models	1:72	7363	R	Avro 552 floatplane	£19.10	NT
Italeri	1:48	2655	IM	Fairchild-Republic A-10A Thunderbolt	£14.50	NT
Karaya	1:72	72012	R/PE	Supermarine Sea Lion III '1923 Schneider Trophy'	£24.50	RE
Kopro	1:72	3139	IM	Letov S-231	£4.10	RE
Kopro	1:72	3175	IM	MiG-21MF 'Vietnam War'	£4.80	RE
Kopro	1:72	3178	IM	MiG-19 Farmer 'Vietnam War'	£4.80	RE
Kopro	1:72	4109	IM	Republic F-84 'Thunderbirds'	£4.80	RE
Korpo	1:72	4133	IM	Sukhoi Su-9 Fishpot B	£7.75	RE
Kora	1:72	7292	R/PE/VF	SAAB S-18A	£53.55	NT
Legato	1:72	07172	R/PE/VF	Zlin Z-226 SL Vitorie	£20.50	NT
Legato	1:72	07272	R/PE/VF	TOM-208	£20.50	NT
Legato	1:48	4817	R/PE	Avia BH-7	£43.20	NT
Legato	1:48	4826	R/VF	VT-II6 Orlik II glider	£29.30	NT
Magna Models	1:72	8572	R/WM	A.W. Argosy C Mk I	£86.99	NT
Magna Models	1:72	8672	R/WM	Bristol Type 146	£19.35	NT
PJ Productions	1:72	1024	R/PE/VF	Dassault Mirage IIIB/B2/BJ	£37.50	NT
Planet Models	1:72	188	R/VF	Blohm und Voss P.208	£30.35	NT
Revell	1:72	04387	IM	Focke-Wulf Fw 200C-5/C-8 Condor	£13.99	NT
Revell-Monogram	1:48	5521	IM	Fairchild-Republic A-10 'Warthog'	£14.99	RE
Roden	1:48	438	IM	Gladiator Mk.II 'Met/Foreign Service'	£16.99	RE
Roden	1:32	606	IM	Albatros D.III	£34.99	NT
RVHP	1:72	7163	R/VF	Beechcraft B200 Super King Air	£45.99	NT
RVHP	1:72	7169	R/VF/PE	Beechcraft C-12 Tsuifit [IAF]	£45.90	RT
S & M Models	1:144	44-01	R/VF	Viscount 800 'Eagle Airways'	£15.99	NT
Special Hobby	1:72	72123	IM/R/PE	Junkers Ju 87A Stuka 'Condor Legion'	£13.65	NT
Tamiya	1:72	60774	IM	Chance-Vought F4U Corsair 'Bird Cage'	£12.99	RT
Trumpeter	1:144	03905	IM	Tupolev Tu-142MR 'Bear-J'	£24.99	NT
Trumpeter	1:32	02244	IM/PE	Douglas SBD-3 Dauntless 'Midway'	£59.99	RT
Valom	1:72	72016	IM/R/VF	Northrop BT-1	£19.99	NT
Welsh Models	1:144	LS722	VF	Comet 1/1a 'Canadian Pacific/RCAF'	£63.10	NT
Xtrakit	1:72	72001	IM	Gloster Meteor F Mk 8	£11.99	NT



AZ Models #72001 Breda BA-27M



Dragon #5501 Focke-Wulf Ta 152H-I



Eduard #2104 NI.17 'Flyboys'



FM #6014 Dornier Do 24T



Italeri #2655 Fairchild-Republic A-10A



Revell #04387 Focke-Wulf Fw 200C



Special Hobby #72112 Ju 87A



Xtrakits #72001 Meteor F Mk 8

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 regularly visit our website at www.modelairplaneinternational.com.

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
Academy	1:72	I2410	IM	Messerschmitt Me 262	£TBA	NT
Academy	1:72	I2411	IM	McDD F/A-18C Hornet	£TBA	NT
Academy	1:48	I2206	IM	Grumman F-14A 'Bombrat'	£19.99	RE Jan 2007
Academy	1:48	I2207	IM	Boeing-Vertol CH-46A/D 'Vietnam'	£34.99	RT Jan 2007
Classic Airframes	1:48	4011	IM/R	De Havilland Venom FB Mk I	£TBA	NT Due 2007
Classic Airframes	1:48	4110	IM/R	D.H. Venom FB Mk 4	£TBA	NT Due 2007
Classic Airframes	1:48	4111	IM/R	D.H. Venom NF Mk 3	£TBA	NT Due 2007
Classic Airframes	1:48	4112	IM/R	D.H. Sea Venom F(AW) Mk 21	£TBA	NT Due 2007
Classic Airframes	1:48	TBA	IM/R	E.E. Canberra PR Mk 9	£TBA	RT Due 2007
Classic Airframes	1:48	TBA	IM/R	Fairey Gannet AS 'RAN'	£TBA	NT Due 2007
Classic Airframes	1:48	TBA	IM/R	Fairey Gannet AEW 'RN'	£TBA	NT Due 2007
Dragon	1:32	3201	IM	N.A. P-51D Mustang	¥4200	NT
Hasegawa	1:72	00832	IM	Avro Lancaster B Mk I with Tallboy 'Tirpitz Raid'	£TBA	RT Feb 2007
Hasegawa	1:72	00833	IM	Lockheed F-117A Nighthawk 'Grey Dragon'	£TBA	RE Feb 2007
Hasegawa	1:72	00834	IM	McDD F-4J/S Phantom II 'USS Midway Low Vis'	£TBA	RE Feb 2007
Hasegawa	1:72	00835	IM	Mitsubishi G4MI 'Bougainville'	£TBA	RE Feb 2007
Hasegawa	1:72	00838	IM	McDD RF-4E 'AG51 Immelmann Special'	£TBA	RE March 2007
Hasegawa	1:72	00839	IM	N.A. B-25J Mitchell 'Foreign Air Force'	£TBA	RE March 2007
Hasegawa	1:72	00840	IM	Lockheed SR-71A Blackbird 'NASA'	£TBA	RE March 2007
Hasegawa	1:72	00841	IM	McDD F-15E Strike Eagle 'Iraqi Freedom'	£TBA	RE March 2007
Hasegawa	1:48	09731	IM	Lockheed F-104S Starfighter 'Tiger Meet 1996'	£TBA	RE Feb 2007
Hasegawa	1:48	09732	IM	Curtiss Kittyhawk Mk IV	£TBA	RE Feb 2007
Hasegawa	1:48	09733	IM	Messerschmitt Bf 109E 'Night Fighter'	£TBA	RE Feb 2007
Hasegawa	1:48	09734	IM	McDD F-4F Phantom II 'Holloman AFB'	£TBA	RE March 2007
Hasegawa	1:48	09735	IM	Douglas A-4SU Super Skyhawk 'Singapore AF'	£TBA	RT March 2007
Hasegawa	1:48	09736	IM	Boeing/McDD F/A-18E Super Hornet 'Low Vis'	£TBA	RE March 2007
Hasegawa	1:32	08171	IM	Junkers Ju 87D-8 'Night Stuka'	£TBA	RT Feb 2007
Hobbycraft	1:48	TBA	IM/PE	Grumman F9F-2 Panther	£TBA	NT
Hobbycraft	1:48	TBA	IM/PE	Grumman F9F-2P Panther	£TBA	NT
Revell	1:144	04020	IM	SA 330 Puma 'RAF'	£3.99	RE 1st Qtr
Revell	1:144	04205	IM	Avro RJ-85 'Swiss'	£8.99	RE 1st Qtr
Revell	1:144	04209	IM	Airbus A340 'AUA/Weiner Philharmoniker'	£14.99	RE 1st Qtr
Revell	1:144	04212	IM	Canadair CL 601 'Luftwaffe'	£6.99	RE 1st Qtr
Revell	1:72	04133	IM	P-51B Mustang III 'RAF'	£3.50	RE 1st Qtr
Revell	1:72	04138	IM	Hawker Hurricane Mk IIB	£3.50	RE 1st Qtr
Revell	1:72	04176	IM	Hawker Tempest Mk V	£3.50	RE 1st Qtr
Revell	1:72	04306	IM	Heinkel He 177A-6 Grief & Hs 293	£13.99	RT 1st Qtr
Revell	1:72	04307	IM	Rockwell B-1B Lancer	£19.99	RE 1st Qtr
Revell	1:72	04309	IM	De Havilland D.H.2	£2.99	RE 1st Qtr
Revell	1:72	04317	IM	Eurofighter Typhoon Single-Seater	£8.99	RE 1st Qtr
Revell	1:72	04329	IM	Breguet Atlantic I 'MFG3 Anniversary'	£19.99	RE 1st Qtr
Revell	1:72	04351	IM	BAe Jaguar GR Mk I (Ltd Edition)	£7.99	RE 1st Qtr
Revell	1:72	04405	IM	Mil Mi-24 Hind D	£12.99	RE 1st Qtr
Revell	1:72	04439	IM	Westland Wessex HAS.3 'Royal Navy'	£8.99	RE 1st Qtr
Revell	1:48	04520	IM	N.A. B-25 Mitchell [Ex-Monogram]	£19.99	RE 1st Qtr
Revell	1:32	00155	IM	Dassault Mirage 5J 'Israeli Air Force'	£17.99	RE 1st Qtr
Revell	1:32	04702	IM	Messerschmitt Bf 109K-4 [Ex-Hasegawa]	£19.99	RE 1st Qtr
Revell	1:32	04704	IM	Supermarine Spitfire F Mk 22/24 [Ex-Matchbox]	£14.99	RE 1st Qtr
Revell	1:32	04712	IM	DH-82 Tiger Moth [Ex-Matchbox]	£14.99	RE 1st Qtr
Revell	1:32	04740	IM	N.A. P-51B Mustang III 'RAF'	£14.99	RE 1st Qtr
Revell	1:32	04756	IM	Bristol Beaufighter Mk If	£16.99	RE 1st Qtr
Revell	1:32	04780	IM	Supermarine Seafire Mk IB	£14.99	RE 1st Qtr
Revell	1:32	04784	IM	Grumman Martlet	£14.99	RE 1st Qtr
Revell	1:32	04498	IM	MBB BK-117A-3 Spaceship	£9.99	RE 1st Qtr
Tamiya	1:48	61098	IM	Lockheed-Martin F-16CJ [Black 50]	¥3800	NT Feb 2007
Trumpeter	1:72	01630	IM	Fairey Gannet T Mk 2	¥3800	RT Dec 2006
Trumpeter	1:48	02823	IM	Vickers Wellington Mk III	¥11000	RT Dec 2006
Trumpeter	1:32	02232	IM	North American F-100D Super Sabre	£TBA	NT Sept 2007
Trumpeter	1:32	02237	IM	Messerschmitt Me 262B-1a/UL	£TBA	RT April 2007
Trumpeter	1:32	02249	IM	Grumman A-6A Intruder	£TBA	NT June 2007

CH-46A/D



Academy #12207 CH-47A/D



Classic Airframes #4110 D.H. Venom



Classic Airframes #4112 Sea Venom



Hasegawa #00832 Lancaster 'Tallboy'



Hasegawa #00833 F-117A 'Grey Dragon'



Hasegawa #09733 Bf 109E 'Night Fighter'



Hasegawa #08171 Junkers Ju 87D-8



Trumpeter #02823 Wellington Mk III

events diary

The calendar for 2007 is starting to fill up!

Until January 7th

Against the Odds, the story of Bomber Command in the Second World War at the IWM North, The Quays, Trafford Wharf Road, Trafford Park, Manchester M17 1TZ. Tel: 0161 836 4000, Fax: 0161 836 4012 or visit www.iwm.org.uk

January 21st

Bolton IPMS Model Show at the Community Centre, Railway Road, Adlington, Lancs from 10am until 4.30pm. For more details contact Steve Summerfield (01257 260199 or David Swift (01204 695375)

February 4th

Milton Keynes ModelKraft 2007 at the Leisure Centre, Bletchley, Milton Keynes. Visit www.mksmc.co.uk for more details.

February 8th

Toy and Model Collectors' Fair, Havant Leisure Centre, Civic Centre Road, Havant, Hants, PO9 2AY. 10.30am to 3pm. For more details contact Keith Manning on 01372 725063 (evenings only).

February 10th

Model Show 2007 at the Fleet Air Arm Museum, Yeovilton, Nr Ilchester, Somerset, BA22 8HT. For more information contact the Marketing Department on 01935 842614 or email enquiries@fleetairarm.com

February 11th

IPMS Wakefield & District will be hosting their annual model show and competition at the Huddersfield Sports Centre, Southgate, Huddersfield, HD1 1TW from 10:00am - 4.00pm. For further details contact Haydn Hughes on 01924 263803 or email huddersfieldshow@aol.com.

February 25th

Event: South Cheshire Militaire at The Oakley Centre, Crewe, Cheshire. Doors open to the public at 10.00hrs (£3.50 for adults, £1.50 for children (under-fives free)). For further details visit www.southcheshiremilitaire.co.uk, Email: show@southcheshiremilitaire.co.uk or call Phil Podmore on 01270 256880.

March 3rd

Luton Aircraft Enthusiast's Fair, Vauxhall Recreation Club, Gipsy Lane, Luton, Beds, LU1 3JH from 11.30am to 3.30pm. For more details contact Keith Manning on 01372 725063 (evenings only).

March 10th

14th Annual Model Contest & Swap Meet hosted by IPMS Roscoe Turner, at the Raymond Park Middle School, 8575 East Raymond St, Indianapolis, IN, USA. For contest information contact Angelo Deogracias, Email: inboundbogy@hotmail.com. Vendor information contact Ron Young, Email: youngones@insightbb.com, or write P.O. Box 1376 Greenwood, IN 46142, USA or visit: www.ipm-sroscoeturner.org.

March 12th

Toy and Model Collectors' Fair, Fleming Park Leisure Centre, Passfield Avenue, Eastleigh, Hants, SO50 9NL. 10.30am to 3pm. For more details contact Keith Manning on 01372 725063 (evenings only).

March 17th

North Somerset Model Show at Locking Castle Campus, Weston-Super-Mare. For more details contact Dave Perry on 01761 462864 (Traders: Darren Poyser 01934 516576)

April 28th

Plymouth Premier Model Show at the Main Guildhall from 10am to 4.30pm. For further details contact Dave Watson Tel: 01752 518287 (Email: spotandjoe@blueyonder.co.uk).

April 28th & 29th

Scottish National Scale Model Show at the Dewars Centre, Glover Street, Perth. 10am to 5pm both days. For more information and all contact details see www.scotnats.org.uk or call 01738 441365 (traders contact Nairn Barclay on 01382 801081).

May 6th

Toy and Model Collectors' Fair, Havant Leisure Centre, Civic Centre Road, Havant, Hants, PO9 2AY. 10.30am to 3pm. For more details contact Keith Manning on 01372 725063 (evenings only).

May 20th

Airshow at the IWM, Duxford. Visit www.iwm.org for more details.

May 26th

IPMS Torbay annual show at Torquay Town Hall. For more details contact Les Wells (wellyzy_2002@yahoo.com)

June 4th

Toy and Model Collectors' Fair, Fleming Park Leisure Centre, Passfield Avenue, Eastleigh, Hants, SO50 9NL. 10.30am to 3pm. For more details contact Keith Manning on 01372 725063 (evenings only).

July 7th & 8th

Flying Legends Airshow at the IWM, Duxford. Visit www.iwm.org for more details.

September 1st & 2nd

Airshow at the IWM, Duxford. Visit www.iwm.org for more details.

September 9th

Toy and Model Collectors' Fair, Havant Leisure Centre, Civic Centre Road, Havant, Hants, PO9 2AY. 10.30am to 3pm. For more details contact Keith Manning on 01372 725063 (evenings only).

September 16th

Sutton Coldfield Model Makers Society Model Spectacular at Sutton Coldfield Town Hall from 10am until 4.30pm. For more details contact Peter Haywood (01889 578074) [clubs] or Paul Grimley (01543 481428) [traders].

October 8th

Toy and Model Collectors' Fair, Fleming Park Leisure Centre, Passfield Avenue, Eastleigh, Hants, SO50 9NL. 10.30am to 3pm. For more details contact Keith Manning on 01372 725063 (evenings only).

October 14th

Airshow at the IWM, Duxford. Visit www.iwm.org for more details.



November 11th

Heathrow Aircraft Enthusiast's Fair, Feltham Community College, Browells Lane, Feltham, Middlesex, TW13 7EF from 11.00am to 3.30pm. For more details contact Keith Manning on 01372 725063 (evenings only).

November 17th & 18th

IPMS(UK) Scale Modelworld 2007 at The International Centre, Telford, Shropshire.

November 25th

Toy and Model Collectors' Fair, Havant Leisure Centre, Civic Centre Road, Havant, Hants, PO9 2AY. 10.30am to 3pm. For more details contact Keith Manning on 01372 725063 (evenings only).

December 17th

Toy and Model Collectors' Fair, Fleming Park Leisure Centre, Passfield Avenue, Eastleigh, Hants, SO50 9NL. 10.30am to 3pm. For more details contact Keith Manning on 01372 725063 (evenings only).

Organisers

If you want details of your event posted here, then please send it via email to editorial@modelairplaneinternational.com or via fax to 44 (0) 1525 222574. We will endeavour to run the notice until the event occurs, but no responsibility will be taken by the publisher for errors or inaccuracies that may occur, or any losses etc that may arise as a result of such errors or inaccuracies.

The views expressed here are not necessarily those of the editor or publisher. Letters may be edited for publication. Please note that we cannot undertake individual research for readers.



RATA ERRATA

Dear Richard,
The preview of the Eduard I-16 Type 24 on page 60 contained a number of technical errors. No Type 24 carried cannon armament; the basic structure was not greatly different from earlier versions and the SPB dive-bomber was based on the Type 5 airframe. Those buying the kit will look in vain for the cannon and even if they were included it would only enable them to build a Type 27, having first removed the rear fuselage hatch that was characteristic of the Type 24.

Regards, Roger Wallsgrave (UK)

Ed Says: Thank you, Roger, for these comments. Apologies to our readership for the confusion, but we did a bit of searching via various online and published sources and both opinions were quoted! Modelling aircraft can be a complicated subject, with lots of contradictions in published works, so, as always, take a bit of time to double-check published sources and photographs, as the latter is often the best way to establish the details of the specific model you are making.

Letter of the Month

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

SPONSORED BY ACADEMY.

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

ACADEMY
HOBBY MODEL KITS


MEMORIES = ENCOURAGEMENT

Dear Mr. Franks,

Love your magazine, especially as I am coming back to the hobby after a 20 year gap. Your editorial in the August issue really hit home as I am in the same boat with half-a-dozen uncompleted models in the wardrobe and trying to resist buying more on a whim. Just recently, Airfix (R.I.P) re-released their 1:72 scale B-26 Marauder, which brought back fond memories of a sunny morning at my Great Aunt's house in the 1970s having just bought the kit, where I took it out of the box and marvelled at the number of parts. It eventually got constructed, hand painted in thick brush strokes, decaled straight on to the matt Olive Drab and grey surface and hung from my bedroom ceiling, although criminally with the bomb doors closed as the bomb bay was too complicated for me at that tender age! Even more incredibly, I still have the bombs in a plastic pot, whereas the fate of the actual model is unknown, most likely destroyed - like so many others - by my mother's vigorous dusting!

Anyway, seeing this kit again after all these years, together with the wealth of aftermarket parts for the kit (engines, guns, interior set, etc) has inspired me again, although work and social commitments will probably dictate that it ends up in the wardrobe with the others, but so what? Every now and then I can take it out and look at all the bits like I did on that carefree morning nearly four decades ago, before I had to worry about mortgages, pensions, job security.... So basically, I just wanted to thank you for the fact that there is someone else out there who understands where I'm coming from, 'cos I guarantee none of my friends or family will!

Regards, Mike Smith (UK)

Ed Says: You are not on your own, as I bet a large proportion of those reading this will know just what you mean! For the vast majority of us, the hobby is fuelled by the pure enjoyment of it, which in turn is, in probably 75% of us, fuelled by memories of our enjoyment of making models when we were young. As adults we all have the usual worries, and many of us have the added demands of a family, but the hobby still has its draw and even if you only manage to have a collection of part-built and new kits in your store cupboard, it does not matter. This is a hobby, it is about relaxation and enjoyment, if the latter is all about fond memories of making models in your youth then so be it, because who knows, you may reach a point in your life when you have the time to sit down and build all those models that are waiting, and anticipation of that point in itself is all part of the enjoyment of this hobby!

Scheduled for release in April/May 2007

1/24th scale



Model by Chris Sherland (LSP)

A limited number of 'Final Production Samples' will be available to pre-order which will include an autograph from Russ Kyler pilot of the 56th FG, later credited with an Me-262 victory.

The kit is £64.99 and includes FREE p&p

www.vintagefightersseries.com

email: vintage40@tiscali.co.uk

next issue

So, what have we planned for next month's edition? On Sale 25th January 2007

Ugly Duckling

Trumpeter's new 1:72 Fairey Gannet AS Mk I/4 built by Nick J. Wigman



Mitsubishi Masterpiece

Pt.2 Jay Laverty brings you his views on building the new 1:32 A6M2 from Tamiya



Graceful Hunter

Geoff Coughlin builds the Revell 1:32 Hunter F Mk 6

Lockheed T-33

By Richard J. Caruana

Richard J. Caruana

colour profiles with all our main features

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

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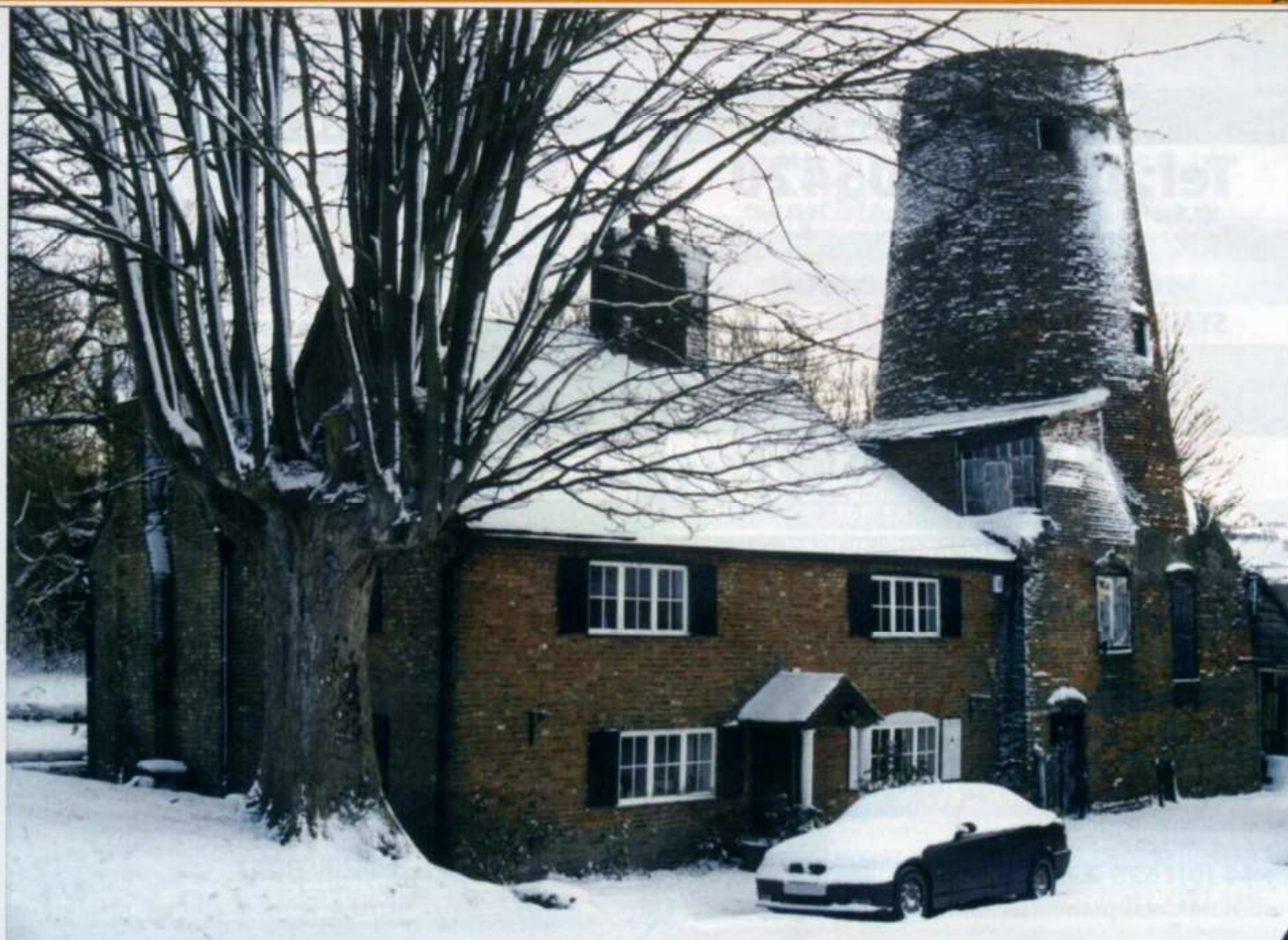
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THE NEXT ISSUE OF MODEL AIRPLANE INTERNATIONAL IS ON SALE 25th JANUARY 2007



A VERY MERRY CHRISTMAS TO YOU ALL!

Writing a Last Word each month is probably one of the most difficult things to do, as I don't want to waffle on about unrelated subjects, nor do I want this last page to become a soapbox when something has annoyed me! So as this is a season of

good will, I thought it best not to 'waffle', and would just use this bit of space to wish all of you a very happy Christmas and a peaceful and prosperous New Year and to thank all of my contributors for their hard work in 2006. May you get all the models you want for Christmas (even if we usually

end up buying them ourselves!) and may 2007 be full of the models that we have had on the 'wants list' for so many years - fingers crossed!

Richard A. Franks
Editor - Model Airplane International

EDITOR'S CHOICE

Colour Coat Expands

The excellent range of enamel paints produced by White Ensign Models under the Colour Coat brand has recently expanded with the addition of 23 new colours. These are as follows:

- ACRN01 Sky S-Type BS210
- ACRN02 Extra Dark Sea Grey BS640
- ACRN03 Dark Sea Grey BS638
- ACRN04 Medium Sea Grey BS637
- ACRN05 Light Slate Grey BS6339
- ACRN06 Dark Slate Grey BS634
- ACRN07 Ocean Grey
- ACRN08 Barley Grey I8-B-21
- ACRN09 Dark Green BS241
- ACRN10 Dark Earth BS450
- ACRN11 Middle Stone
- ACRN12 Azure Blue
- ACRN13 Sky Grey
- ACRN14 PRU Blue
- ACRN15 RAF Green BS241
- ACRN16 RAF Gulf Pink/Sand FS20279
- ACRN17 Night BS642
- ACRN18 Olive Drab BS220
- ACRN19 RAF Blue-Grey BS633
- ACRN20 RAF Light Aircraft Grey BS627
- ACRN21 RAF/FAA Yellow
- ACRN22 RAF/FAA Red (Matt)
- ACRN23 Light Mediterranean Blue.

For more details Email
wem@onetel.com, call 0870 220 1888
or visit www.whiteensignmodels.com.



P-51D Mustang



Decals for RAF version included



- Accurately shaped fuselage w/ superb details, thanks to slide molds



- Engine cowling frames are delicately rendered



- Propeller blades are moveable
- Propeller can rotate



- Canopy is made from transparent plastic and comes w/ rivets details
- Canopy can be positioned open/closed



- Transparent engine cowling comes w/ fine detail
- Engine cowling cover can be assembled open/closed



- Engine compartment w/ full detail
- Exhaust pipes made by slide molds



- Propeller blades w/ accurately curved cross-section and true-to-scale thickness



- Instrument panel is made from a clear part



- Slide-molded machine guns w/ full assembly
- Intricate ammo belts are included



- Landing gear compartment w/ interior detail



- Spent shell exit ports are accurately reproduced



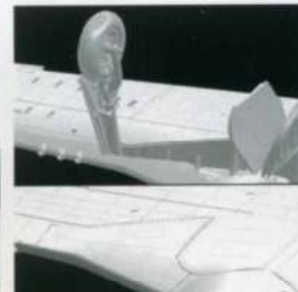
- Moveable rudder w/ realistic texture



- Realistic panel lines provided for wings



- Ailerons are moveable



- Landing gear can be assembled in taxiing or folded position



- Detailed wheels and landing gear
- Weighted wheels made of DS



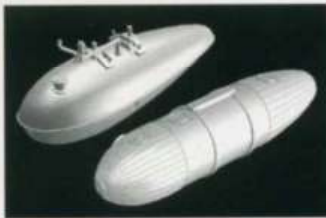
- Rear air outlet can be positioned open/closed



- Pilot's seat is upgraded w/ photo-etched parts



- Rockets and bombs are included
- Pylons are exactly reproduced



- Two types of fuel tanks are available



- Engine radiator is included



- Cartograf decal offer different markings



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®

Manufactured under a license from Northrop Grumman Systems Corporation. Corsair is a registered trademark of Northrop Grumman Corporation.

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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