

PLUS
LOCKHEED T-33 BY
RICHARD J. CARUANA

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German U-boat packs. Most Fw 200's were equipped with Type FuG 200 'Hohentwiel' shipping radar as characterised by the nose antennae. Later versions carried the Hs 293 guided bomb, which was remotely controlled and delivered a 500kg explosive payload to its target at around 800km/h.

The Condor was also used as a transport aircraft which was designated Fw 200 C-5/FK.

The C-8 series was the last version to be produced between the autumn of 1943 and the beginning of 1944. In total some 275 Fw 200's in different versions were built.

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Jay Laverty builds Tamiya's new 1:32 A6M2 Zero



Colour Profiles

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



Luftwaffe Colours

Lifecolor have added two new boxed sets of Luftwaffe acrylic paints to their range

Having done a number of boxed sets of military and figure subjects, Lifecolor have now turned their attention to aircraft. The first two boxed sets of six colours are now available and Set 1 offers RLM 02, 65, 70, 71, 79 & 80, while Set 2 offers RLM 74, 75, 76, 78, 81 and 82. All of these colours are specific mixes, not matched to FS.595 references, and they have a satin finish. For more details visit The Airbrush Company at www.airbrushes.com or call them on 08700 660445.



Glass Glue

Over the years I am sure many of you have seen mention of 'Watchmaker's Glue' in various international magazines, well you can now obtain this in the UK from Little-cars.com. They have stocks of G-S Hypo Cement, which comes in a tube with a hypodermic applicator and retails for £3.50. For more details contact info@little-cars.com or call 01234 711890.



Archer Transfers

1:48 & 1:32

I am sure many of you are aware of Archer Fine Transfers from the USA, who produce a wide range of high quality rub-down transfers. Their latest releases have been a series of stencils for propellers, comprising Hamilton Standard logos in 1:32 (#AR200032/\$5.95) and 1:48 (#AR20048/\$5.50), Curtiss Electric logos in 1:32 (#AR100032/\$7.95) and 1:48 (#AR10048/\$6.50) and finally, propeller tips and stencil data once again in 1:32 (#AR300032/\$5.50) and 1:48 (#AR30048/\$4.95). For more details on these and other items in the Archer range, contact them at info@archertransfers.com or visit www.archertransfers.com.

Fight for Iwo Jima

Speciality Press in the USA have recently released a new title all about the fight for Iwo Jima. This hardback title (ISBN: 1-58007-092-2) has 162 pages and is a good mix of narrative and photographic. The desperate struggle for this island is highlighted by many of the images. Offensive and rescue missions are covered, with lots of images of types like the P-51, P-61 and PBX Catalina, along with the F6F, TBM and B-29, the last eight pages being in full colour. This title is distributed in the UK by Midland Publishing and should be available from all good bookshops, but in case of difficulty contact Ian Allan Mail Order on 01455 233747.

Collector's Guide

Ian Allan have recently released this 160 page A5 softback book, which is of interest to Luftwaffe modellers because it includes a wealth of information and excellent clear colour photographs of the various badges, insignia and equipment carried by Luftwaffe personnel in WWII. You can obtain a copy from all good book shops for £16.99 (ISBN: 0-7110-3100-2), or in case of difficulty visit www.ianallanpublishing.com.





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



65 Years

This year sees Hasegawa celebrating their 65th anniversary and one of the special kit releases they have already made has seen the reissue of one of their earliest aircraft kits. The scale is not wrong, this is a 1:75 kit of the Mitsubishi F1M Pete (#SP249/¥100), but as a limited edition we are not 100% sure it will be seen outside Japan.



New-look Packaging

Mastercasters have recently changed the packaging of their well-known sponge sanding and polishing sticks to allow them to be sold in 'sets'. The new packs thus comprise the crescent grey sander and Miracle Polisher (#MSTPOLPK) in one bagged set, the giant Mylar and Zebra and black & white teardrop sanders (#MSTSANPK) in another bag, and the three large sponge sanders in 80, 100, 180 and 600 grit (#MSTSPOPK) in a clear plastic box/pack. 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.

Competition Winners

The lucky winners for our recent competitions have been drawn. The winner of the MPM He 177 Greif is Mr Jon Medhurst of Portsmouth (Hants) and the winner of the Issue I3 competition for the Special Hobby Buffalo or Firefly is Mr Steve Baldwin of Felixstowe (Suffolk). Thanks to everyone for entering these competitions and congratulations to the winners, your prizes will be sent directly to you by MPM.



P450 is here!

Having noted in a recent reply to a reader's letter that the Olfa P450 scribe was not readily available, we have now been informed by Little-cars.com that they have obtained stock of both the scribe and packs of spare blades. The former is £4.20, while packs of five blades retail for £1.70, so for more details contact info@little-cars.com or call 01234 711890.



Alclad Masterclass DVD

MasterClass Models in the USA have recently released a DVD all about natural metal finishes. Presented by Floyd S. Werner Jr, the DVD covers all aspects of obtaining perfect natural metal finishes and features Alclad II products. Just about every aspect of working with Alclad II is covered in 13 separate sections and for £20 it is an investment that many modellers will probably find cheaper than learning by trial and error! For more details contact info@little-cars.com or call 01234 711890.

Nieu[port] Flyboys

Eduard have quickly tied in with the new Flyboys motion picture by releasing a special boxing of their excellent Nieuport 17 (#1125/£12.95). It has been followed by a similar boxing of their all-new Nieuport 17 in 1:72 (#2104/£7.50) and their existing 1:72 Fokker Dr.I (#2103/£7.50).



**MODEL INFO**

SPEC: ICM 1:72 Messerschmitt Bf 109E-7/Trop
KIT NO.: 72133 **MATERIAL:** IM **AVAILABILITY:**
 The Hobby Company Ltd (UK Importer) and
 ICM stockists worldwide **PRICE GUIDE:** £5.50

**BUILT & WRITTEN BY JAMIE HAGGO
 FROM THE UK**

SAND-SCHMITT

Does the world need another 1:72 Bf 109E I hear you cry, well even with the likes of a Tamiya kit in the equation, there is still room for improvement, so how does the ICM example shape up?

The kit comes in an end-opening box that is a bit of a pain but I transferred all parts into a lid type so it wasn't too bad. Whilst I did so I had a good look at the parts. The old ICM had a reputation for leaving a thick mould release agent all over the sprues, but I am happy to report that the new ICM kits don't suffer from this. All parts are well moulded with very nice engraved lines although some of the details can be on the soft side and the rear clear canopy for the older framed canopy was malformed, I hope this was an isolated case. With the bits in the box an E-3, 4 and 7 can be modelled as well as the tropical versions, obviously. The decal sheet was matt and there were some minor registration issues but looks good over all. To sum up the kit in the box looks very nice indeed but how does it go together.

You won't be shocked to discover that construction started in the cockpit. The detail is good with nice depth to

the sidewall details. Everything was painted Gunze Sangyo RLM 66, given a wash with Humbrol matt black and then matt varnished using Xtracrylics superb acrylic matt. All the bits were then given a drybrushing of light grey and paint chips were added with a silver pencil. I tried to add some Eduard seat belts but the lap straps failed to conform over the narrow seat, I may not have annealed them enough or perhaps I was having an off day so I decided not to bother with them (my excuse being this is a from the box review!). The instrument panel and Revi gunsight were painted with Tamiya matt black and given a drybrush of medium grey and then various details were picked out with colour. I didn't worry about being too neat as I was modelling the box top desert machine and the clear mouldings for the 'square' frame are a single piece.

The fuselage halves were chamfered at the rear join to simulate the panel lines that run the length of the spine top and bottom and they were then joined



using Tamiya Extra Thin Cement. Take care here as there are no locating pins and it is easy for a step to appear; if there is it is down to the modeller I'm afraid, as the fit is very good indeed. When dry the cockpit was added from underneath as was the instrument panel, I left off the

gunsight for obvious reasons.

The wings went together well and were added to the fuselage, there was the inevitable gap underneath but this was sealed with a smear of filler, and the wing roots were a good fit. Some minor gaps at the front behind the

YOU WILL NEED...

Before Starting:

- Cyanoacrylate ■ Tamiya Extra Thin Cement ■ Tamiya Masking Tape ■ Blu-Tack
- Scalpel ■ MasterCasters sanding sticks
- Micro Set & Sol decal solutions
- Aeroclub rigging thread
- Johnsons Klear (Future) floor polish



Dimensions

Span - 32ft 4 3/4in (9.90m)
 Length - 28ft 10 1/2in (8.80m)
 Height - 8ft 2 1/4in (2.50m)

Dimensions - 1:72

Span - 137.5mm
 Length - 122.2mm
 Height - 34.7mm

Paints Used:

Gunze Sangyo Aqueous
Color acrylic:
 H65 RLM 70
 H66 RLM 79
 H67 RLM 65
 H70 RLM 02
 H416 RLM 66

Humbrol enamel:

11 Silver
 33 Matt Black
 34 Matt White

Tamiya acrylic:

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

Xtracrylics acrylic:

Matt Varnish

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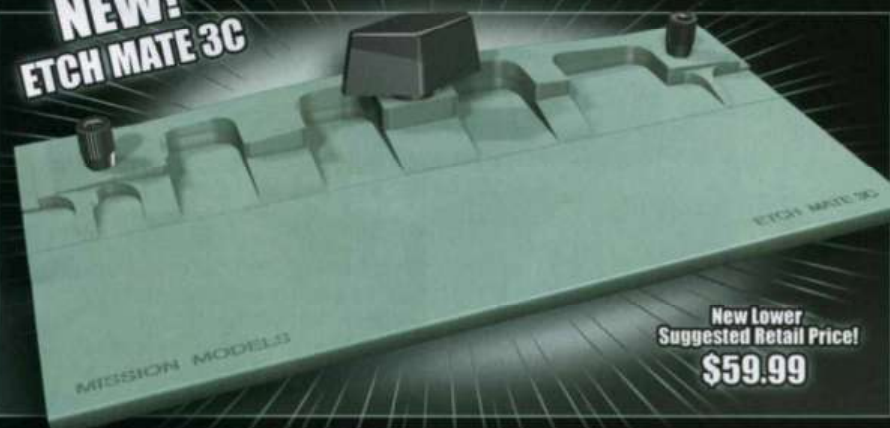
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It's not all about greens and greys, but at least Luftwaffe aircraft of the North Africa theatre are colourful!



Bf 109E-7/Trop
WWII German Fighter

SCALE
1:72
MODEL NO. 72133



Built the subject is pretty small, as can be seen, but ICM have done well to produce a nicely detailed and dimensionally accurate model

radiator were filled with superglue and sanded smooth. The cowl fitted well after a few swipes of the sanding stick. The tailplanes were added minus the struts, which were fixed in place after the model was painted. The gunsight was glued and the canopy, which had already been masked, was added and the fit here was OK but it is quite thin so a little extra effort is worthwhile.

The model was pre-shaded and painted using Gunze Sangyo acrylics. Before the gloss coat I polished the airframe using the excellent polishing sticks from Mastercasters. The decals went on well with the Microscale setting solutions although the registration is off in a few areas, mainly the black and white markings. Where I could these were trimmed before dipping them in the water. After a few light coats of Xtracrylics matt varnish I began the weathering. The RLM 79 sandy colour was lightened with white

and thinned heavily; this was then sprayed in a random fashion over the upper surfaces. The original RLM 79 was thinned and again sprayed in a random fashion to again break up the monotone upper colour. The model was post shaded with a thin wash of Tamiya XF-1 (Flat Black) and XF-10 (Flat Brown) and this mixture was also used for the exhaust staining. All the fiddly bits were added and the model was done. The undercarriage legs and the wheels were not a tight fit so they do splay out a little too far, but everything else fits well and is well moulded.



ALSO RECOMMENDED...

References:

- *Bf 109 In Action No.44* (Squadron/Signal Publications)
- *Bf 109 In Action Part 2, No. 57* (Squadron/Signal Publications)
- *Messerschmitt Bf 109A-E* by W. Radinger & W. Schick (Schiffer Publishing 1999 ISBN: 0-7643-0951-X)
- *Messerschmitt Bf 109B/E, Aero Detail No.1* (Art Box Inc)
- *Messerschmitt Bf 109B-E Model Art Special No.375* (Model Art, 1991)



FINAL VERDICT

■ This is a very nice kit indeed, the points I have raised are a bit nit picky to be honest but I see that as a compliment to ICM. The obvious comparison is with the Tamiya kit. The Tamiya kit falls together but there are two minus points, you won't get much change from a tenner and the fuselage is 2 to 3 millimetres too short. The ICM kit is more accurate and cheaper; if it were down to me I'd go for the ICM offering every time. In fact, I'm off to buy a whole Staffel!

NAVAL TRAINER

BUILT & WRITTEN BY LIBOR JEKL
FROM THE CZECH REPUBLIC

Special Hobby has progressively marketed the Firefly family, with the two-seater being the latest addition

These machines were rebuilt from the standard F Mk I airframes, with no more than 100 being produced.

The T Mk I was intended for basic pilot conversion training on this type and therefore the guns were not installed. The cannons were mounted in the T Mk 2 version, albeit only two; in addition they could also carry bombs, flares, mines, special-purpose containers and similar sorts of ordnance on underwing racks.

The content of the familiar Special Hobby black box is mostly already familiar, as it is the F Mk I parts supplemented with a new fuselage. They are all cleanly moulded from grey plastic and feature crisp and fine panel lines; the smaller parts like cockpit interiors, wheel and wheel wells, plus some other details are cast in a beige-colour resin that is of first class quality. Also included is a small etched fret containing useful items like the instrument panels and air intake guards. The nicely injected clear parts taken from the F Mk I kit are included twice, giving you the option of

any canopy type that might appear on any particular airframe. The decal sheet features all the necessary markings and a nice touch is separately printed code markings for the wing undersurface that eliminate the need for time consuming measuring and cutting. However I was pretty surprised by the language of the stencilling - it's in Czech! For those of you not fluent in this language, the stencil placed under the second cockpit says 'The second cockpit is not intended for your girlfriend, but for the co-pilot'. To be serious, I raised a question with the manufacturer about this and was told that it was a mistake by the graphic designer, which sadly quality control failed to detect either. The instructions are clear, showing the differences of both versions and giving paint references to the Gunze Sangyo Aqueous and Mr Color ranges.

Before the build commences I recommend choosing the version you wish to model and based on that prepare the respective parts. I started, not surprisingly, with the cockpits, which are built up from resin and etched parts. The thickness of both resin sidewalls and fuselage is far from being 'scale', but it doesn't matter if the canopies are going to be attached closed. I deviated a little from the assembly instructions and out



The two-seat fuselage is the main new part in the basic Firefly kit, combined with a new cockpit interior for the 'back seat' and a new canopy

of habit I first glued the sidewalls to the fuselage halves, instead of making a complete 'bathtub' that should be then fitted from below. The only minor fit problem occurred at the fuselage front where the cooler's front face meets the fuselage opening and at the cooler exhaust duct. Fortunately all that had to be done here was just a little sanding and filling of small gaps with fine-grade putty (Green Squadron putty worked well here). Otherwise all went together without trouble and just cleaning the joint lines with a sanding stick was

sufficient.

Next I moved on to the wing assembly; the first task here was installing the wheel well resin inserts. To get the wing halves together I needed to sand down a bit of the inner surfaces of the upper wings. The same treatment was also applied to the wing trailing edge in order to reduce its thickness. The wheel well was then sprayed interior Green and slightly

MODEL INFO

SPEC: Special Hobby 1:72 Fairey Firefly
T Mk 1/2 KIT NO.: SH72050 **MATERIALS:** IM, R, PE **AVAILABILITY:** Hannants (UK Importer) and Special Hobby stockists worldwide
PRICE GUIDE: \$11.25



It is a training aircraft after all, so doing it in the overall yellow scheme is very fitting. Libor has been careful in his build to preserve the panel lines, as their highlighting is the only way to break up the solid overall colour

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
- Johnsons Klear (Future) floor polish



Dimensions:

Span - 44ft 6in (13.56m)
Length - 37ft 7 1/4in (11.46m)
Height - 13ft 7in (4.14m)

Dimensions - 1:72

Span - 44ft 6in (13.56m)
Length - 37ft 7 1/4in (11.46m)
Height - 13ft 7in (4.14m)

Paints Used:

Gunze Sangyo Aqueous Color acrylic:
H8 Silver
H11 White
H12 Black
H77 Tyre Black
H416 RLM66 Black Grey

Gunze Sangyo Mr Color acrylic:

H4 Yellow
H364 Interior Green

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



The two-seat Firefly looks very different from its fellows, and it has always been a popular conversion subject in the past. Now though you can make one straight from the box



The boxart is a bit misleading, as it shows an FAA machine without the wing cannon. As this machine is a T Mk 2 it should retain one 20mm cannon in each wing, as only the T Mk 1 had the armament removed

weathered with black oil paint, in preparation for getting all the sub-assemblies ready for joining to the fuselage. Actually this turned out to be the most difficult part of the build, because the fit was really poor. On one side there was a gap of 2mm, while on the other side the same amount of material overlapped? The bottom joints in this area were also far from perfection and I had no choice but to fill the gaps with plasticard and sand the areas smooth after sealing them with cyanoacrylate. The opening under the fuselage for the arrestor hook storage had to be extended by few millimetres and the part itself should be aligned with the wing before the glue sets to avoid unne-

cessary sanding and filling.

The other unpleasant surprise that awaited me was when I tried to attach the canopies. While the rear one fitted more or less satisfactorily, the front one did not, so again filler became the order of the day. I recommend that to protect the clear parts during sanding a piece of thick tape be applied, however I still managed to scratch the canopy a little! To remove these scratches I used the following combination: fine grade wet 'n' dry, nail buffing pad, Gunze Sangyo Superfine Compound and a final coat of Johnson Klear (Future). On the wing tips and rudder I added pieces of clear plastic to represent the position lights, while

the landing light reflector came from the Griffon etched set which was then 'glazed' with a piece of clear adhesive tape.

Now I masked off the canopies using the Montex masks intended for the F Mk I kit, as they are applicable to this kit as well. The black foil adhered pretty well, but at the curvatures I helped it bed down by softening it with hot air from a hairdryer. After spraying a coat of Mr Surfacer I applied rivets with a riveting (Pounce) wheel and then applied a white undercoat in preparation for the yellow paint (the white undercoat helps to avoid the yellow from picking up darker hues due to the plastic or primer shade underneath). Having sprayed on several thin coats of yellow and allowing them to thoroughly dry, I polished the surface to a high gloss with Gunze Sangyo Superfine Compound in order to get the smoothest surface for the decal application. The decals are by

Aviprint and are of very high quality, being opaque and printed in perfect register. I just helped them to settle down on the model with a few drops of Microscale Set & Sol. The wing walkways I opted to cut from a piece of black decal, instead of painting them on. The kit features three marking options, an overall yellow T Mk 1 of the FAA and Dutch Navy from late 1940s, and an overall silver T Mk 2 operated in 1951 from the Eglinton. The colour picture of the T Mk 1 Z2027 I found in my references shows that the windshield frames of the rear cockpit were painted black, which is something the instructions omitted to mention. I slightly accentuated the panel lines with dark oil paint and then glued on the remaining small bits like the wheel covers, propeller, mirrors etc. At the very end the kit was given an even coat of semi-gloss Super Clear varnish from Gunze Sangyo. ■

ALSO RECOMMENDED...

References

- *Fairey Firefly In Action* (Squadron/Signal Publications)
- *Fairey Firefly Mk I to U Mk 9* by G. Bussy, Warpaint No.28 (Hall Park Books 2000)
- *Fleet Air Arm, 1939-1945 Portfolio*
- *Replic No.129* (May 2002) & 130 (June 2002)
- *Revi Magazine Nos.10 & 11*
- *Scale Aircraft Modelling Vol.3 No.7* (April 1981) & Vol.5 No.4 (January 1983)

FINAL VERDICT

■ This kit is intended for experienced modellers who are able to cope with a fair amount of test fitting, filling, sanding and panel line rescribing. It is a typical limited-run kit and it will not just fall together. I believe that British Naval aviation fans or those wishing to add this unusual subject to their collection should add it to their 'must have' list, as long as they are aware of the limitations of the moulding technology used.

BUILT & WRITTEN BY JAMIE HAGGO
FROM THE UK**MODEL INFO**

SPEC: Dragon 1:48 Focke-Wulf Fw 190A-7 with slipper tanks **KIT NO.:** 5545 **MATERIALS:** IM, PE **AVAILABILITY:** The Hobby Company Ltd (UK Importer) and Dragon stockists world-wide **PRICE GUIDE:** £19.99



SLIP-SHOD

Dragon continue to find life in an old dog, with the release of the Fw 190A-series complete with slipper tanks

The Trimaster moulds are now about 20 years old and to be honest are really starting to show their age. More than one panel line was faint and needed rescribing and there was evidence of mould wear all over the airframe.

I had heard all the horror stories regarding the fit of the Fw 190 series kits and so came up with an idea to try and draw the viewer's eye away from any less than tidy construction. My idea was to rivet the entire airframe using MDC's riveting tool. This comes in the form of a wooden handle into which a steel punch is inserted, when pressure is exerted onto the plastic a tiny circle is formed simulating a flush rivet. An etched guide is supplied which keeps the rivets straight and evenly spaced. This system gives in my opinion a much more accurate rivet than say a pounce wheel but there is one massive disadvantage, each rivet has to be applied individually and yes you are right, it is unbelievably tedious.

When the masochism of the riveting was over I could start building. The first thing I did was to prime the etched steel parts with Halfords primer in preparation for building the cockpit. Dragon's cockpit is well detailed and fortunately the side consoles are not in etched metal as this can make them look a little flat, the injection pieces had good relief and are very accurate. All the cockpit components had a base coat of Gunze Sangyo RLM 66 sprayed, as well as being a good colour match their paint dries semi-gloss, which makes the subsequent washes easier. The wash was made up from Humbrol matt black and turpentine and when dry I drybrushed the components with a mid grey mixed from Humbrol enamels. With no instrument decals the dials on the instrument panel were picked out with paint using a small brush and a steady hand. German instruments were colour coded so the relevant bezels received a dash of colour. When I was satisfied

with the panel the dials had a drop of Xtracrylics gloss applied to simulate the glass. The seat is well formed and has an etched piece that attaches to the back. I have not seen this on any other kit and my references came up blank, also I wasn't sure if it was supposed to wrap around the seat or not. Given that the etched material is possibly the hardest material known to man I elected not to try and bend it round the seat back. I used Eduard coloured etched seat belts and glued the lap straps to the seat but left off the shoulder straps as the anchor point is on the shelf behind the seat. When the cockpit was completed it was put to one side as it can be added to the joined fuselage halves from beneath.

Talking of the fuselage, I am a bit confused? There is an untidy joint line at the rear fuselage where Dragon has grafted on a new tail. I placed one of the fuselage halves against a set of plans for a standard A-8 but they

matched, odd? The illustration on the box has an odd looking tail, it looks like an early version with the original aerial entry point but stretched vertically, this could just be the artist's impression though. The instructions make no mention of modifying the aerial attachment. Confused yet? I had a look at a couple of grainy photographs of 'White 7' and although not that clear the tail looks like a normal A-series unit to me. All I did therefore was clean up the scar and rescribe the panel lines, a skill which I am still trying to get to grips with.

With this preparation done the fuselage was glued together. The fit wasn't great and filler was used to cover up a step on the forward tail fin and the underside. When rubbed back any lost surface detail and rivets were restored. Before the wings can be joined the wheel wells were painted with Gunze Sangyo RLM 02 and weathered in my normal way i.e., a wash, a drybrush, post-shading with Tamiya black and

YOU WILL NEED...

Before Starting:

- Cyanoacrylate
- Tamiya Extra Thin Cement
- Tamiya Masking Tape
- Blu-Tack
- Scalpel
- MasterCasters sanding sticks
- Micro Set & Sol decal solutions
- Aeroclub rigging thread



Paints Used:

Gunze Sangyo Aqueous
Color acrylic:
H65 RLM 70
H67 RLM 65
H68 RLM 74
H69 RLM 75
H70 RLM 02
H416 RLM 66

Humbrol enamel:

11 Silver
33 Matt Black
34 Matt White

Tamiya acrylics:

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

Xtracrylic acrylics:
Matt Varnish

Dimensions

Span - 34ft 5 1/2in
Length - 28ft 10 1/2in

Dimensions - 1:48

Span - 216.3mm
Length - 183.2mm

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



The slipper tanks certainly change the outline of the Fw 190. The basic kit can still catch out the unwary though, so be warned

The basic kit has been around for 20 years now, but the addition of the experimental slipper tanks does allow Dragon to offer an unusual subject without the inherent costs of doing it all from scratch



red brown and finally another drybrush. With all the details added the wheel well was added to the lower wing. I had heard that the wing to fuselage joint was not the best so I offered up one of the top wings to the fuselage; the fuselage root is dead straight whereas the wing is concave. To make this join better and to save undoing all that riveting with filling and rubbing down a strip of 5thou plastic card was glued onto the wing root. When dry the root was filed with a straight needle file until the grey plastic started to show through at the leading and trailing edges. When I offered up the wing the join was almost perfect. Both top surfaces were glued onto the one-piece lower surface but I left the inner third unglued, this was because when I dry fitted the wing assembly to the fuselage I could see there were going to be real problems with the join. This also revealed the wheel well did not fit and a nasty gap appeared at the front. Either the door

cutouts are too narrow or the wheel wells themselves are wrong.

The cowl-ing is a known problem with the Trimaster/Dragon kits and ageing moulds have not helped. With a little bit of super-glue/accelerator and brute force it behaved enough to look OK but a resin replacement is the best solution. The rest of the construction was without problem.

The airframe was painted with Gunze Sangyo paints and weathered with washes post shading. I used the kit decals and thoroughly recommend them being thin and opaque. Don't use the stronger setting solutions however as I managed to melt and distort the wing crosses, which were repaired using masking tape and paint. ■

Dragon always do fantastic artwork on their boxes, it is one of the most appealing aspects and probably what draws most people's attention to them.



ALSO RECOMMENDED...

References - Our pick of the bunch!

- Focke-Wulf Fw 190 at War by Alfred Price (Ian Allan Publishing)
- Focke-Wulf Fw 190 In Action No.19 (Squadron/Signal Publications)
- Focke-Wulf Fw 190 In Action No.170 by B. Filley (Squadron/Signal Publications 1999)
- Focke-Wulf Fw 190A by M.C. Windrow, Profile No.3 (Profile Publications 1965)
- Focke-Wulf Fw 190A, Aero Detail No. 2, (Art Box Co., Ltd)
- Fw 190 & Ta 152 'Aircraft & Legend' by H. Nowara (Haynes Publishing)
- Focke-Wulf 190 & Ta 152 by Griehl and Dessel (MotorBuch Verlag)
- Luftwaffe Camouflage & Markings Vol.1, Model Art Special No.308

FINAL VERDICT

■ All in all not a bad kit of an unusual prototype, so I will recommend this for fans of prototypes and esoteric marques but if you want a standard Fw 190 then look elsewhere for an easier life.

BUILT & WRITTEN BY ANDY IERONYMIDES FROM THE UK

FLYING BEDSTEAD

Due to the slow monotonous clatter of its engine, the German soldiers on the Eastern Front called it *Nahmaschine* [sewing machine]. They soon learnt to dread the endless nightly nuisance attacks that would wreck their already taut nerves, deprive them of precious sleep and ultimately sap their moral.



YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- EMA Plastic Weld
- Pacer 560 Canopy Glue
- Tamiya masking tape
- Sidecutters
- Tweezers
- Sanding sticks & files
- Wooden toothpicks
- Microscale Kristal Klear
- Micro Set and Micro Sol Decal Solutions
- Aeroclub Lycra Thread



Recommended paints:

Gunze Sangyo Aqueous Color acrylic:

- H66 Sandy Brown
- H78 Olive Drab
- H340 Field Green
- H344 Rust

Tamiya acrylic:

- XF-1 Black
- XF-2 White
- XF-23 Light Blue
- XF-69 NATO Black

Humbrol enamel:

27004 Gunmetal

Xtracrylix acrylic:

Flat Varnish
Thinners

CMK Stardust Weathering
Pastels:

SD08 Light Earth

Dimensions

Span - 11.4m
Length - 8.17m
Height - 3.10m

Dimensions - 1:48

Span - 237.5mm
Length - 170.2mm
Height - 64.6mm

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



MODEL INFO

SPEC: Eduard 1:48 Polikarpov Po-2 VS
KIT NO.: 1112 **MATERIALS:** IM, PE
AVAILABILITY: Hannants & LSA Models
 (UK Distribution) and Eduard stockists
 worldwide **PRICE GUIDE:** £21.60

Although initially daylight losses were intolerable, when switched to these low-level night operations the Po-2 excelled. Predictably for an early 1928 design it was slow and with its wood and fabric construction relatively fragile, but in its favour it was highly manoeuvrable, stable and easy to fly. Coupled with ease of production and maintenance and backed with a surplus of pilots, the Po-2 certainly met Russian requirements.

NICE CHOICE

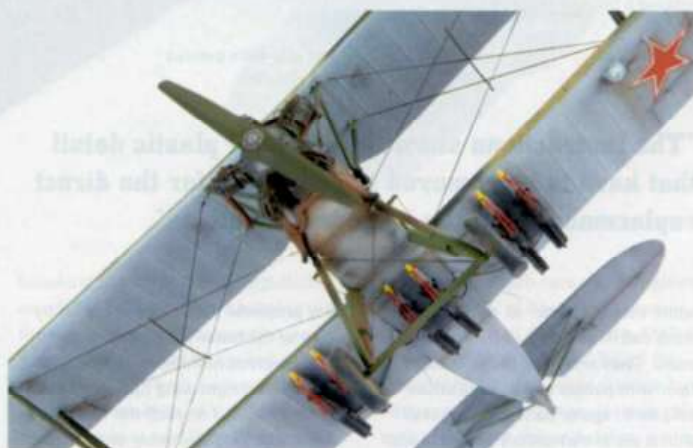
I am glad that Eduard have the vision to pick up on some very interesting subjects, and if like me you have an interest in WWI and WWII subjects you will find that a WWII biplane bridges the two eras and nicely fits the bill. Knowing of Eduard's excellent track record with WWI biplanes it was no surprise to look through the box and see the quality of the contents. The plastic detail and rendition of the ribbing looked great, and the massive etched fret looked likely to supply all the fiddly little detail bits that bring

a biplane to life, and give such crazy modellers willing to take on the task the nightmarish shakes! Coupled with no fewer than six colourful marking options and a small sheet of masks, it looked very tempting.

METAL BEGINNINGS

It was time to start to try to utilise that great big etched fret and the outer fuselage sides were an ideal place to begin. The instructions show the areas of plastic detail that have to be removed in readiness for the direct replacement with the etched alternatives. These were carved out with a scalpel before the tiny etched parts were superglued in place. Areas such as the strut and undercarriage support mounts were replaced and various control levers and control horns for the elevator and rudder wires were added, with at least 20 etched pieces for the fuselage sides alone, to give a busy if somewhat fragile end result.

Switching to the inside of the fuselage, further etched parts are used to fill in the cockpit sides. Compared to



other contemporary WWII aircraft the controls are simple and are sandwiched between the wooden framework. Because the sides will later be boxed in from above, it was sufficient to finish the sides with a light grey base coat and a quick dark wash to show up the interior framework.

The first steps had now been addressed but I was sure that the etched fret looked almost as full as when I started!

GREAT SEATS

It's not often I get excited about seats, but the etched seats for the pilot and gunner are a work of art and are a credit to Eduard's continuing attention to detail. The flat metal seats have to be carefully bent into shape and a combination of further metal and plastic parts contribute to the lovely representation. The effect is perfectly framed by a full set of excellent harnesses that were painted a creamy

ALSO RECOMMENDED...

References

- *Aircraft Archive - Classics of World War Two* (Argus Books 1989 ISBN:0-85242-985-1)
- *Le Fana de l'Aviation* No.87 (February 1977) & No.305 (April 1995)
- *Polikarpov Po-2* by G. Szymanowski, Top Shots (Kagero 2005, ISBN: 83-89088-69-X)
- *Polikarpov U-2/Po-2 Model File* by Martin Velek (MBI)
- *The Osprey Encyclopedia of Russian Aircraft 1875-1995* by B. Gunston (Osprey Publishing ©2000 ISBN:1-84176-096-X)
- *Replic No.105* (May 2000)
- *Scale Models* (November 1969)



STEP BY STEP GUIDE - INTERIOR

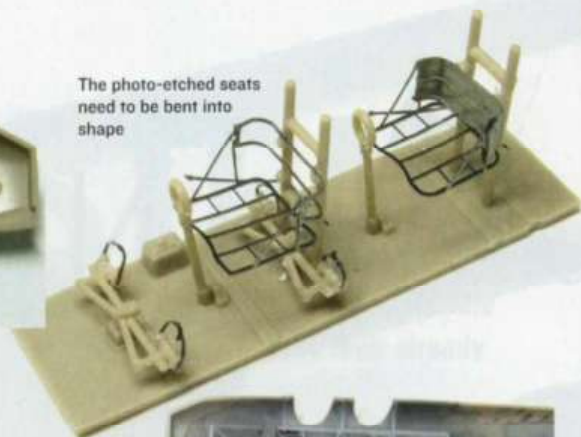


Photo-etched detail - controls and bracing brackets



Interior detail is quite sparse

The photo-etched seats need to be bent into shape



A quick paint job to highlight the framework - not too detailed a finish is required

The seat belts painted and installed



The cockpit sub-assemblies ready for glue

"The instructions show the areas of plastic detail that have to be removed in readiness for the direct replacement with the etched alternatives"

white colour, or 'sail' as the instructions call it, and draped over the metal seats. The remainder of the cockpit floor with pedals and control sticks follows a regular path and coupled with a set of instrument panels made of a combination of metal and printed acetate sheets, gives a well balanced open cockpit that, I hasten to add, is thankfully very visible once the model is completed.

WING ALIGNMENT

Quite a few modellers shy away from building biplanes because of worries about the fiddly assembly and alignment of the wings and struts. With a bit of planning and care it shouldn't pose

any problems though. I started off by getting the lower wing dihedral right. This involved nothing more than lifting the left and right wing tips up by the same amount. I marked the fuselage and lower wing assembly on a piece of plasticard and glued two square plastic strips on the card to coincide with the wing tips. By resting the fuselage with lower wings centrally on the marked card, the tips were pressed up by the square strips by the same amount to give the correct dihedral. Using the same card principle the three-piece upper wing was assembled and tacked together then pressed down against the square strips to give dihedral that matched the lower wings.

STRUT ALIGNMENT

The second stage of alignment is to get the correct angle on the outer wing struts and inner cabane struts, as they are not vertical but slant outwards. It was just a simple matter of cutting out a piece of plasticard to act as the top wing and gluing in a 'T' piece of card to mark the central point of the wing. The anchor holes for all the struts were marked and drilled into the card wing. The struts were then tacked in position on the lower wing before the top card wing was pushed down onto the strut tops. By centralising the 'T' piece of the card wing with the central point of the fuselage, it should guarantee that all the

angles of the struts will end up equal. When you are happy with the result, the struts in the lower wing are permanently glued in with liquid cement and when dry, the card is removed.

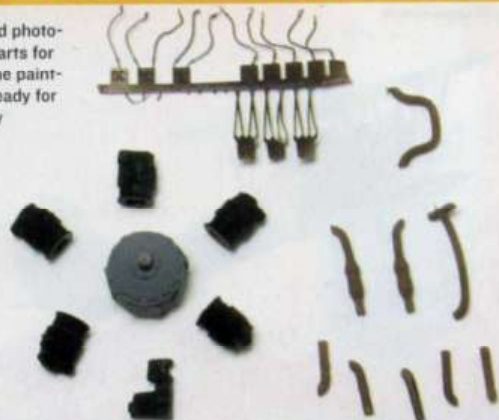
Phew, I hope that makes sense as, to be honest, it is harder to describe the process than to actually do it.

SEX!

Sorry, nothing to do with sex, but after the plod through the alignment stages I thought I'd better get your full attention back...!

STEP BY STEP GUIDE - ENGINE

Resin and photo-etched parts for the engine painted and ready for assembly



The exhaust assembly requires care with fitting and alignment





Most of our detail work on radial engines is crammed behind streamlined covers and usually therefore goes unnoticed, but not in this case. The fully exposed engine complete with exhaust stacks and ignition harnesses provides the visual focal point for the entire model and justifies the input. Eduard do well again and provide all that is required for a tasty little unit, including etched harness and drilled-out exhaust pipes.

One word of warning though, you have to concentrate on getting the exhaust pipes correctly placed and properly aligned, so constant checking against the front fuselage cowl is advisable, and Eduard help us along here by providing clear diagrams of the exhaust positioning.

ROLL ON

The main construction consists of the assembly of the rudder, tailplanes and main undercarriage and again alignment is the main task as the fit of all the sub-assemblies is creditably faultless. One area that had to be improved was the lower wing landing light. The solid plastic lens was therefore drilled out and replaced with a drop of Clearfix. At this point all the etched control horns that actuate the controls such as ailerons, rudder and elevators have to be glued in position. Another lovely etched piece is provided for the belly of the aircraft and really adds to the detail. Further etched anchor grips for the rigging were also carefully added, and at this point handling the aircraft without

knocking bits off is akin to negotiating a minefield! Before further assembly with the top wing, it must be remembered that the paint has to be applied now, as is the norm with biplane construction because it would be very difficult later on. Grey primer was therefore sprayed on in readiness for the paintwork and to blend in all the photo-etched components.

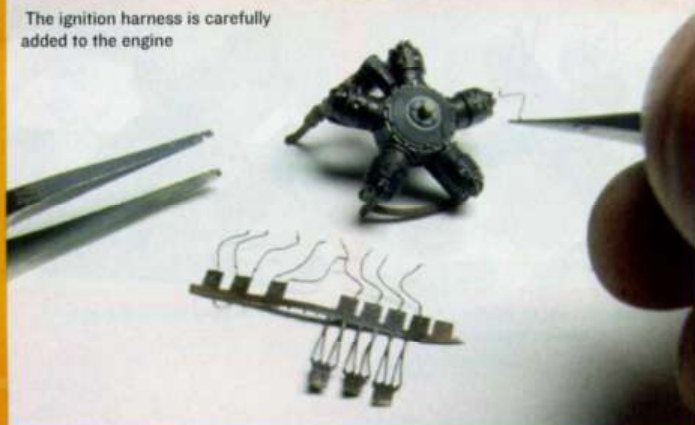
PAINTING

I started off by spraying the underside blue base coat, onto which I added a darkened version of the blue to post-shade along the control lines and to emphasise the ribbing. Trying to mask around the blue before the application of the top colours was basically a

nightmare but with care was navigated. I liked the look of a late-war three-colour scheme of AMT-I Green, AMT-4 Brown and AMT-I2 Dark Grey, of the 9th GNBAP [Guards Night Bomber Air Regiment.]. The rendition of these colours in Eduard's colour painting profiles follows the AMT directive but visually the shades depicted look wrong, possibly due to printing limitations more than anything else. I chose to follow my own references principally from the profiles of the same aircraft in the excellent MBI Model File, which I found invaluable throughout the build (See references).

The first colour to go on was the green for which I used Field Green, which is a shade lighter than the Olive Drab suggested in the instructions. As

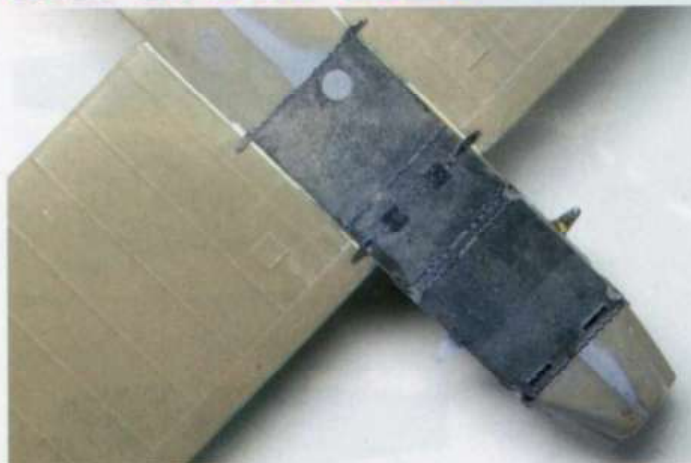
The ignition harness is carefully added to the engine



The engine ready for installation



STEP BY STEP GUIDE - ASSEMBLY



The machine gun made from etched and plastic components

Photo-etched detail on the lower fuselage



Using the same card and strips the same dihedral can be given to the top wing

The struts are positioned correctly by using a jig made of plasticard to simulate the top wing. This has the holes drilled at the correct locations



STEP BY STEP GUIDE - PAINTING



The underside colour is sprayed with shading and highlights added



A light pass of light blue over the shading tones everything down



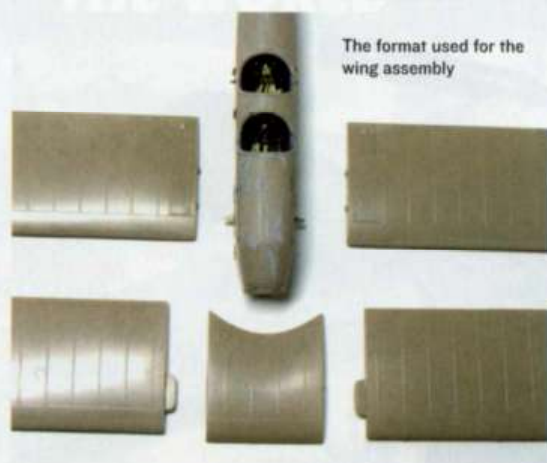
The blue is masked and the struts are then sprayed green. These are then masked with Maskol



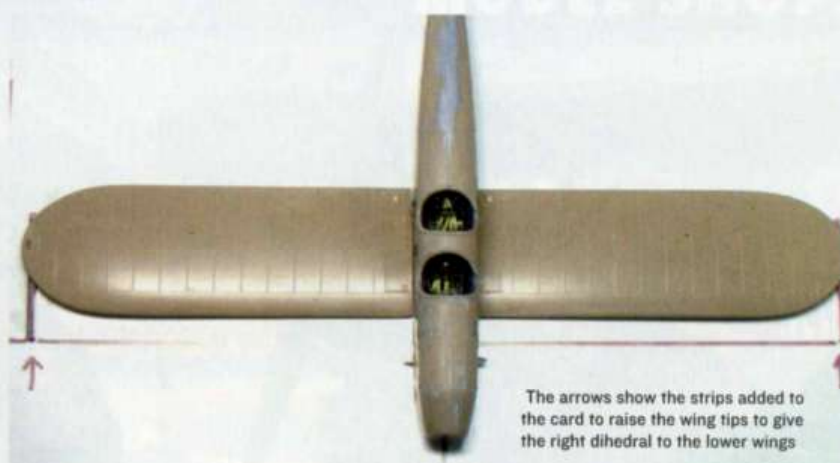
The green with added shading goes on first

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

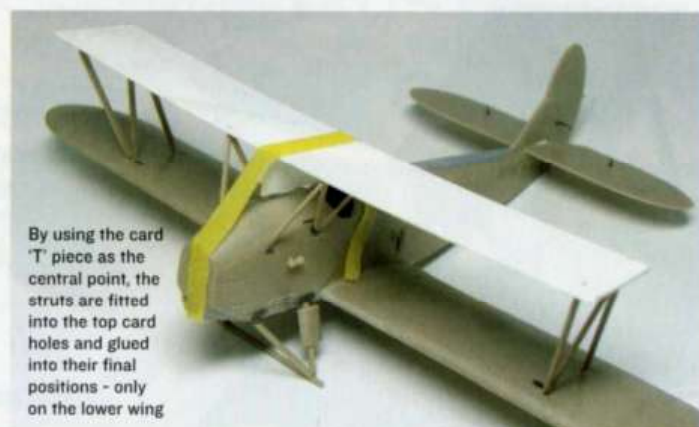
PLANE FROM A KIT IN ALL GOOD MODEL SHOPS



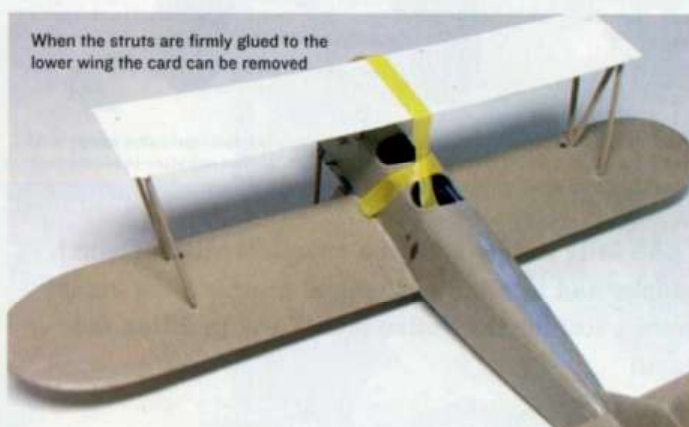
The format used for the wing assembly



The arrows show the strips added to the card to raise the wing tips to give the right dihedral to the lower wings



By using the card 'T' piece as the central point, the struts are fitted into the top card holes and glued into their final positions - only on the lower wing



When the struts are firmly glued to the lower wing the card can be removed

with the underside blue I added some post-shading, which if not overdone, I find can give nicely controlled subtle results. Next was the light brown and I mixed this from Sandy Brown with a touch of white. Eduard recommend Flat Earth for this colour, but I thought that looked a bit dark. To finish off the scheme, the dark, almost black grey, was finally added, and into this I sprayed slightly lighter grey patches to vary the effect. All the camouflage was sprayed freehand to give a faded demarcation line between the main colours.

The decals were added over the customary gloss coat and went on well without any nasty surprises.

RIGGING & WINDSHIELDS

With the painting complete, the assembly could now be finalised. Before the top wing could be glued in position the windshields had to be attached and the rigging threads added to the underside of the top wing. The windshields have to be cut out of a clear sheet and my advice here is for the pieces to be carefully warmed up and curved to the correct

shape. This helps as the contact area on the thin sheet, for gluing purposes, is tiny, so it pays for them to happily snuggle down on the fuselage as that reduces the pressure and subsequent chances of the springy shields pinging off into oblivion!

For the rigging cables, I used Aeroclub's Lycra thread that was coloured with a dark brown marker before use. This is a very user-friendly stretchable fine thread and is easy to position and glue down. The method I used was to firstly add a drop of accelerator to the rigging anchor

points and a dab of superglue to the thread tip. The thread could then be stretched over to the anchor point with some pointed tweezers and would quickly bond when the glue and accelerator met. Patience is the name of the game here and a calm head is needed when some drastic movement pings off a pre-glued thread!

Photos of Po-2s show two thin rods attached across the wing bracing. These rods acted as dampers and prevented excessive vibrations of the bracing wires, and were easily reproduced with some thin plastic rod.



The sandy brown goes on next, applied freehand

Finally the dark grey/black. Notice all colours have shading and highlighting



The masking is removed and the gloss coat is applied ready for the decals

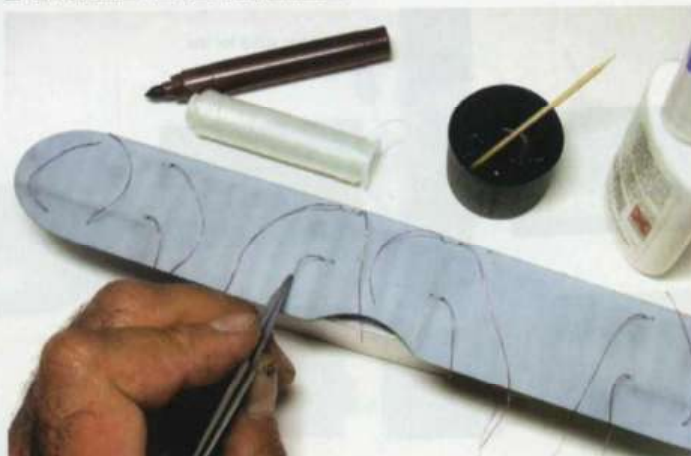




This is a very, very fragile model once completed (Andy had to effect rapid repairs after damage in the studio), but this is all down to the finesse of detail Eduard have achieved with photo-etched and Gavia did with their initial moulding of the plastic parts

"The fully exposed engine complete with exhaust stacks and ignition harnesses provides the visual focal point for the entire model and justifies the input"

STEP BY STEP GUIDE - FINAL DETAILS



The rigging is superglued to the underside of the top wing



Before the top wing is added the windscreens have to be installed



The top wing is secured and the rigging is then attached to the lower wing

THE BITE: ARMAMENT

The offensive load and defensive rear gun was not really so much a bite as a nibble, but the accumulative effect of continuous raids with the light anti-personnel bombs was still effective. Six such bombs are supplied with etched detailing for the racks. To finish these off I added threads to replicate the Bowden cables that led through the floor into the gunner's cockpit and which allowed him to release the bombs. I also added the red security rods that led from the racks to the tips of the bombs. These held the bomb fuse activating propellers in a locked position until bomb release, which subsequent armed the fuse.

To round off, the very impressive rear gun with etched sights and mounting was added.

AND TO FINISH

Just a little weathering was added around the control areas with a light brown acrylic wash plus some Light Earth pastel powder dabbed on the wheels and on the wooden plank wing walkways. I also sprayed a bit of exhaust staining around the general affected areas with brown and black acrylics and dirtied up the overall finish. ■

The detail on the bombs and racks are probably one of the best examples of why photo-etched is so superior to plastic



FINAL VERDICT

■ It may not seem like every modeller's cup of tea, being a lesser-known type, but on reflection, for me, the subject was like a breath of fresh air. The build was challenging at times but thanks to Eduard's endeavours at producing such excellent kits, the ingredients and potential to build a great model are there as soon as you open the box. If, like me, you enjoy working with delicate fiddly builds, this is right up your street, if not then still try one as it could bring out a side of your modelling skills you thought you never had. What have you to lose.... your sanity?

Was it worth the effort?

Definitely, I loved it from start to finish.

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UGLY DUCKLING

None of the aircraft designs pitted against Fairey were what you could term as attractive, so maybe it is no surprise that as a subject the Gannet has not been a favourite with the mainstream kit manufacturers, until now...

Considering just how well used the type was, and that even included in foreign service, it is amazing to think that this is only the second injected kit of the type ever made! The first was the Frog example in the 1960s and this new kit from Trumpeter is just about as big a quantum leap as you could get in comparison!

MODEL INFO

SPEC: Trumpeter 1:72 Fairey Gannet AS Mk I/4 **KIT NO.:** D1629 **MATERIALS:** IM **AVAILABILITY:** Pocketbond Ltd (UK Importer) and Trumpeter stockists worldwide **PRICE GUIDE:** £12.99

THE BUILD

The first three stages of construction cover the two cockpits (basically three different sections for each crew member but represented in the kit as one tandem and one single cockpit, so to speak), and the detail in these areas is basic with rudimentary instrument panels and no seat belts or sidewall details. I wasn't overly bothered as relatively little would be seen later, due the small cockpits and transparencies, and so I deviated from the kit instructions by painting both cockpit tubs and interior surfaces of the fuselage halves in black even though the kit instructions state 'Grey Blue' for most

of the interiors with black sidewalls.

The instrument panels were drybrushed with white to help bring some of the details out and I added seat belts made from the foil found in cigarette packets and glued the sidewalls, bulkheads and instrument panels to the corresponding floors. The seats were then added thus completing this stage.

TO WEIGHT OR NOT TO WEIGHT...

Strangely enough no mention of adding nose weight is made in the kit instructions, but the model ideally needs some, as it is very tail-heavy. The problem here is that with weight added the main undercarriage legs would barely

last a week, I suspect, before the axles bent thus causing the main wheels to cant at some odd-looking angle (metal undercarriage legs would be ideal...hint, hint!). The radome should not be used as a rest (it is automatically retracted as the undercarriage is lowered) and so this would be inaccurate. I have never liked tail props but here I decided to use one later in the form of a small piece of wire that looks a bit like a whip aerial. The best way, apart from metal undercarriage legs, would be to mount the model permanently on a base with the nose gear pinned down.

The kit has a double wing-spar section which gives strength to the wing



YOU WILL NEED...

Before starting:

- Cyanoacrylate & Accelerator
- Tamiya Extra Thin Cement
- Tamiya masking tape
- Sidecutters
- Tweezers
- Micro-mesh
- Pacer 560 PVA
- Microscale Micro Set & Sol decal solutions



Recommended paints:

- Alclad II lacquer:**
 Aluminium
 Jet Exhaust
 Steel
- Halfords (aerosol) acrylic:**
 Grey Plastic Primer
- Tamiya acrylic:**
 TS-13 Gloss Clear
 XF-21 Sky

Polly Scale acrylic:
 British Extra Dark Sea Grey
 Matt Varnish

Daler Rowney oils:
 Burnt Umber

Dimensions

Span - 54ft 4in (16.56m)
 Length - 43ft 0in (13.11m)
 Height - 13ft 8.5in (4.18m)

Dimensions - 1:72

Span - 230mm
 Length - 182mm
 Height: 58mm



Being a more modern aircraft the Gannet is covered in stencils, few of these are in the kit but we will not be surprised to see aftermarket sheets coming out before too long



The wheel wells are deep, as you can see, but at least they are boxed in so detailing will be easy if you opt to go down that route

ALSO RECOMMENDED...

References

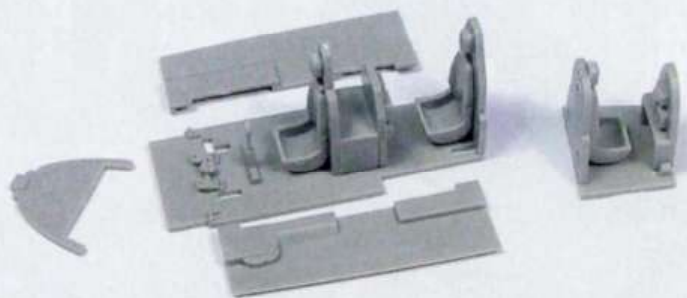
- F-40 No.14 'Fairey Gannet AS.4/T.5 (Flugzeug)
- Le Fanatique de l'Aviation No.244 (March, 1990)
- Scale Aircraft Modelling (July 1986 & September 1991)

⚠ Wear the right protective clothing when advised

1/72 SCALE BRITISH "Gannet" AS.MK.1/4



STEP BY STEP GUIDE - ASSEMBLY



The constituent parts of the main and rear cockpits are just test-fitted here



The completed cockpits, note the added seat belts and basic level of detail



Not that much of the cockpits is really visible once the fuselage halves are closed up, but the twin-spar part can clearly be seen...nice idea!



The radome is housed in a separate insert, indicating other versions of the Gannet will be kitted [The trainer version is now available and we bet the AEW version will not be long arriving either - Ed]

"Strangely enough no mention of adding nose weight is made in the kit instructions, but the model ideally need

← joins, and this part along with the cockpits and nosewheel bay are glued into the left fuselage half, then the halves are joined together. The nose comes as a separate item so this was glued in place, taking care to align it, and the 'bumps' on each side of the main cockpit were added. In addition, an insert on the lower fuselage (clearly engineered to incorporate other variants of the Gannet), houses the radome

and this was also installed. The fits all round were very good and although the instructions state that the undercarriage should be made next, I skipped this stage, and made up the wings. Each wing consists of a top and bottom half, as do the tailplanes, and although the fit was fine the trailing edges need some thinning as they are too thick. The four flap sections all have sink marks and so these were filled and put aside

to dry. The one-piece ailerons were installed in the wings, while the tailplanes were made at this time. To make painting easier the vertical finlets were left off for now. A trial fit of the wings to the fuselage showed impressively good joins, considering the complex curves at this point, so to make the paint job easier by reducing the amount of masking, the wings and tailplanes were left off for now (unusually enough!).

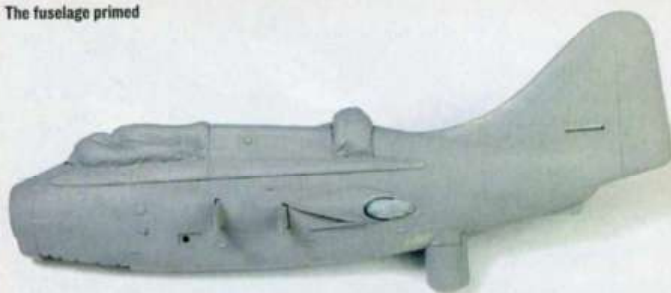
Once these sub-assemblies had dried, all the joins were sanded smooth and rescribed where necessary, followed by a coat of Halfords Grey Primer overall to show any flaws and to provide a base coat for the subsequent painting.

PAINTING & DECALS

Tamiya XF-21 Sky was first applied to the fuselage and vertical finlets, and to the lower surfaces of the wings and

STEP BY STEP GUIDE - PAINT & DECALS

The fuselage primed



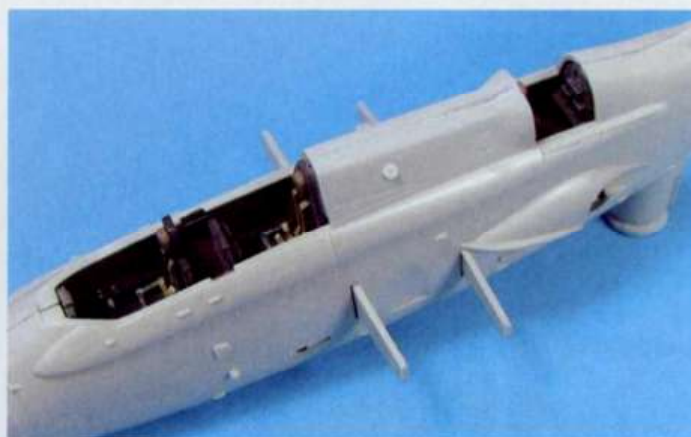
Sky and Extra Dark Sea Grey applied



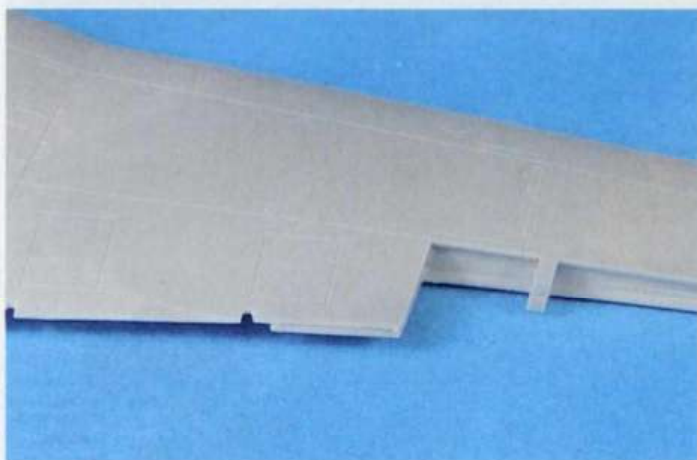
⚠ Always ensure that you work in a well-ventilated area when using solvents



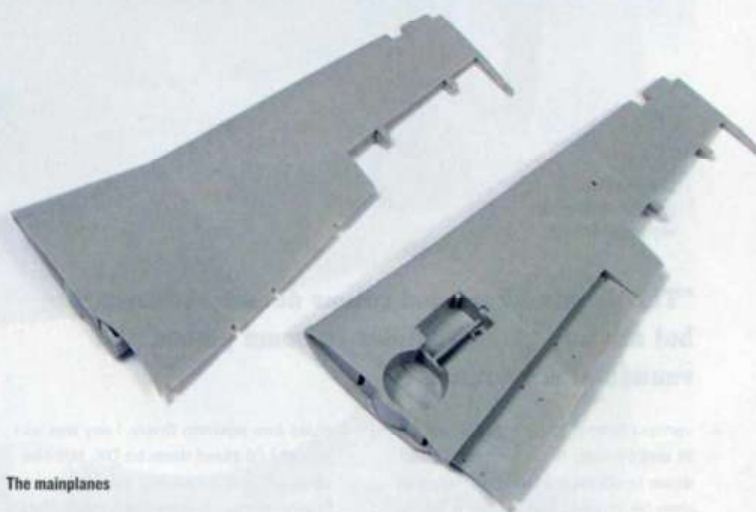
The fuselage halves assembled



A small amount of filler was needed to help tidy up a few of the joints



Note the thick trailing edge, just inboard of the aileron



The mainplanes

some, as it is very tail-heavy"

tailplanes. Once dry, these areas were masked off ready for the application of Extra Dark Sea Grey. Tamiya tape sliced into thin strips aided masking the curves around the nose and rear fuselage, while 'uncut' masking tape was then laid over that to hold everything together, because otherwise the thin tapes can shift a little. All tape was rubbed down thoroughly with the end of a paintbrush handle to help ensure crisp demarcation. Of note here is the

fact that I didn't mask the grey area around the exhausts just yet as it would be easier to mask and paint that separately later. Polly S British Extra Dark Sea Grey was applied, lightened here and there to add some subtle variation.

Once all the masking was removed, a coat of Tamiya Clear from an aerosol can (TS-13) was applied overall to provide a decal-ready surface. Any small runs that may occur around the exhaust areas can be wiped off carefully with a

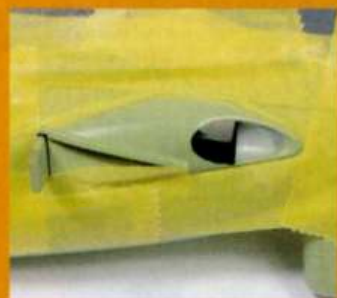
cocktail stick and there is no need for touching up as the clear coat forms a barrier and protects the paint surface underneath. Once the clear had dried, the areas around the exhausts were masked off and sprayed Extra Dark Sea Grey as before. Once dry, a coat of TS-13 was sprayed over these areas thus completing the painting stages.

The decals have good colour density and are thin but slightly out of register in some places (the roundels) unfor-

tunately. Apart from that they settled down nicely with Micro Set and Sol, and once dry another coat of TS-13 was applied to seal them in.

FINAL ASSEMBLY

Once everything was dry the main wings were slid into place over the spars and secured with some Tamiya Extra Thin Cement carefully run into the wing root. The tailplanes were fixed in the same manner along with the



Masking off the areas around the exhausts



The exhaust area after the masking had been removed

The decals applied to the fuselage and wings



⚠ Wear the right protective clothing when advised



Designed for a specific purpose, the Gannet is anything but pretty!

"The decals have good colour density and are thin but slightly out of register in some places (the roundels) unfortunately"

vertical finlets. The exhausts are a tight fit and so need to be filed or sanded down to obtain a better fit. They can then be sprayed with Alclad II Steel and Exhaust, and the deepest part of each was painted black to give an impression of depth (as they are a tad shallow) before they were glued in place. Watercolours were used in some panel lines to help to take away the blandness of certain areas. A medium grey (mixed black and white) was used for the Sky areas while a lighter tone was used for the Extra Dark Sea Grey.

The undercarriage units were sprayed Alclad II Aluminium and fitted in place along with their respective braces. The wheels fit nicely but you need to be careful when adding the twin nosewheels as the axles are very small and the wheels need to be

glued into position firmly. I say this as I thought I'd glued them on OK, but one came off and it took me half an hour to finally retrieve it from the carpet! The only thing needed for the undercarriage is to 'flatten' the tyres to make them look more realistic. I had no problems with any of the undercarriage doors, although they are all a tad thick.

The parts for the contra-rotating propellers are well moulded and each spinner comprises two parts, with all the blades being separate pieces. I found that it was easier to paint all the parts first in their respective colours, and then glue them together.

DISASTER NEARLY STRIKES...

So far the radome had been in the 'down' position, which is incorrect as mentioned earlier, but due to the



Little touches like brake lines and propeller stencils would be easy ways to improve the model

layers of paint and TS-13 it would not budge into the 'up' position! Therefore I placed five or six layers of tape onto the top of the radome to protect the paint surface, and had to literally hammer the radome in...expecting to see the model disintegrate at the same time! I used a small hammer

and holding the model in the other hand, carefully tapped the radome. Thankfully the model wasn't damaged at all from the series of impacts, but in hindsight I would recommend that it is far easier (and safer!) to glue the radome in the 'up' position right from the start! →

CLOSE-UP DETAILS



You can see white around the edges of the roundels, as they are slightly out of register



Detail from the box is good, although we are sure various aftermarket sets will soon appear



Fairey Gannet AS Mk I, WN450, 337/O, No.824 Naval Air Squadron, HMS Ark Royal, 1956. Extra Dark Sea Grey/Sky finish with black spinner and lettering; roundels in six positions. Serial repeated below wings, reading from leading edge below port and from trailing edge below starboard, reading from leading edge below port and from trailing edge below starboard; unit crest on fin



Above: Fairey Gannet AS Mk I, XA457, 347, No.825 Naval Air Squadron, RNAS Culdrose, 1957. Red/white checks on finlets; unit badge below windscreen

Below: Fairey Gannet AS Mk I, XA434, 830/M, No.725 Squadron, HMS Melbourne, Royal Australian Navy, 1962



Above: Fairey Gannet AS Mk I, UA-105, Marinefliegergeschwader 2, October 1961. Note '05' in yellow on wing leading edges

Below: Fairey Gannet AS Mk I, AS-13 (ex-WN352), Indonesian Navy

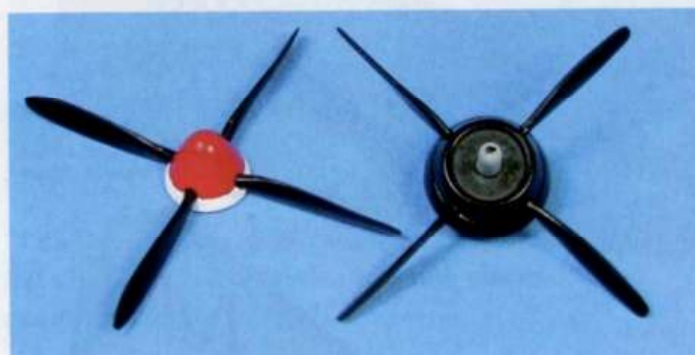


STEP BY STEP GUIDE - FINAL ASSEMBLY

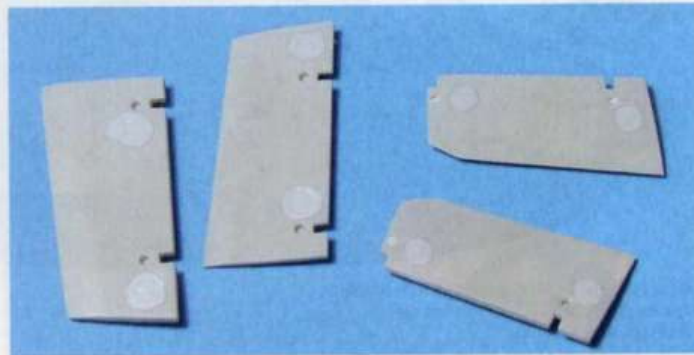
The basic airframe...all coming together now



The wings fit perfectly to the fuselage



The two propellers before final assembly



All four flaps have sink marks that need filling



The clear parts look fine once fitted



The 'dirtied' wings after weathering

CLOSE-UP DETAILS

I think we can all understand why Trumpeter did not opt for the complication of a wing fold, but we also all feel a little deprived without it!



Artwork on FAA machines is not that rare, but it is nice to have a few splashes of colour on the Gannet



One of the vertical winglets



The flaps in place



Here the weathering on the fuselage sides can be seen, along with the contra-rotating propeller assembly



The undercarriage in situ



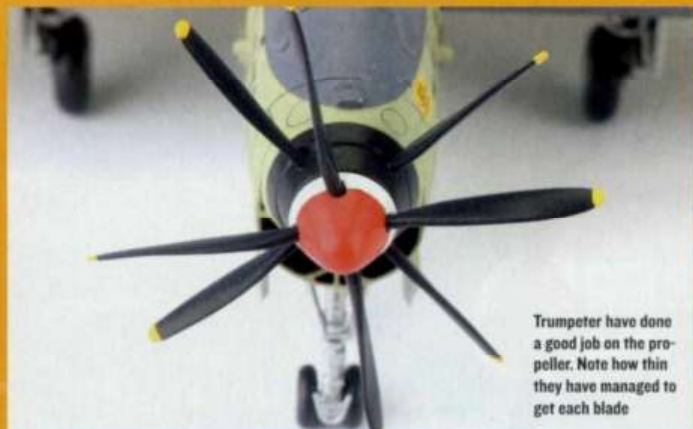
The kit windscreen and canopies, note the prominent moulding seams. The hood on the right has had the seam scraped off with a scalpel and polishing (using Micromesh) has begun



The wing tip and navigation lights



If there is a down side to this kit it is the canopies, which are too thick and have prominent seam lines to remove - roll on some vac-formed examples!



Trumpeter have done a good job on the propeller. Note how thin they have managed to get each blade

STEP BY STEP GUIDE · FINAL ASSEMBLY



"The wheels fit nicely but you need to be careful when adding the twin nosewheels as the axles are very small and the wheels need to be glued into position firmly. I say this as I thought I'd glued them on OK, but one came off and it took me half an hour to finally retrieve it from the 'George the part-eating carpet'!"

Hopefully the aftermarket will come to our aid with a wing fold, detailed cockpit and some vac-formed canopies - we don't want much do we!

← A small hole was drilled into the underside of the model and a small piece of piano wire was inserted to hold the tail up. The flaps are a bit tricky to add as they all have to be aligned correctly, but here the moulded brackets help. The model was given an overall coat of Xtracrylix matt varnish with some of it tinted with a drop of white and applied to areas to give a slightly faded appearance. This method is very simple and works fine for such areas but you need to be very sparing with the white. The more coats that are applied, the more faded the paint will appear.

WEATHERING

Most models of FAA aircraft that I have seen all look pristine and very clean, but the real aircraft could actually take a fair battering from the elements. I wanted to weather this model, so oil paints were used for the job. The surface of the model was 'wetted' in areas (the sides of fuselage and top inner wing sections mainly) with turpentine (not too much!) and then a diluted black oil paint was streaked onto the fuselage and also applied to the wings, then left for a day to dry thoroughly. An HB pencil was then used to simulate paint chipping.

THE TRANSPARENCIES

On seeing these parts I felt them to be the worst areas of the kit. They are relatively thick and have prominent moulding seams that need to be removed. The seams weren't too problematic as they were eliminated by carefully scraping with a scalpel followed by polishing using Micro-mesh, starting with 1800 grit and working through to 12000 grit before finishing off with a good polish with Bare-Metal Plastic Polish. As these parts are small I dispensed with interior colours for the frames, and using Extra Dark Sea Grey the frames on each clear section (including the nicely moulded wiper on the windscreen) were painted freehand. This took quite some time and

was made slightly more difficult in that the polishing process had reduced the prominence of the frames somewhat, in places. The end results look better than I'd expected, although they suffer a bit from optical distortion. To be fair though, this aspect is difficult to eliminate fully in bulged canopies, especially in this scale. The windscreen and canopy hoods all fitted quite well, though, and were attached using Formula 560 PVA. This glue was also used to fill the small gaps around the hoods where they didn't fit exactly. The wing leading edge and navigation lights went on nicely and after touching the navigation lights in Tamiya Clear Red and Clear Green, the model was complete. ■

The recessed panel lines are nicely done in the scale, so a wash soon highlights them very effectively



FINAL VERDICT

■ Overall this is a very nice model when made from the box, as done here. The fit generally is very good while the wing-to-fuselage joint is excellent. It was a shame that the roundels were slightly out of register, but the main problem with the build is the clear parts. That said, they don't look too bad once in place. This well engineered model is simply crying out for the aftermarket boys to produce bits and pieces (A2Zee Models have released a resin bomb bay & Pavla a new cockpit interior - Ed), and here a cockpit set would be nice, as would a set of white-metal undercarriage legs and vac-formed canopies - please!

Was it worth the money?

As the fit is excellent throughout, this is a very nice kit for the beginner and more experienced modeller alike, so is recommended to all.

GRACEFUL HUNTER

If memory serves me correctly, it was way back in 1998 that Revell released their FGA Mk 9 version of this very good kit? I remember building it for Tamiya Model Magazine, the sister title to MAI. Strange as it may seem, apart from remembering that I enjoyed the project, I can't remember much about that review at all! It must be a sign of getting old...

The Hawker Hunter F Mk 6 kit is very good indeed, and as the editor says, it does look great in the bigger 1:32 scale.

The tooling is similar to the original release, but includes the important differences applicable to the earlier Mk 6 Hunter. In a nutshell these include:

- Separate round tail cone, without the extended parachute brake housing
- Optional blast deflectors for the nose cannon; twin dipole ventral aerals
- New decals for several UK (Nos.92 and 56 Sqns) and overseas F Mk 6 aircraft (Belgian Air Force and Royal Netherlands Air Force)

Having researched the specific aircraft that you want to build, you may need to leave off the small overwing pylon ejector blisters near the roundels. Another distinctive omission for the F Mk 6 is the small triangular-shaped aerial above the nose – more typically found on the FGA Mk 9.

This kit features several nice touches, including both seat types used in the Hunter – the more common Martin-Baker Type 2H, or the 3H often seen on later machines. I had decided to build as much of this kit from the box as possible and so it was, but the seat just cries out for the busy harness/belt arrangement of the real ejection seat. So, apart from adding these, everything else you see in this review comes in the box.

COCKPIT CONSTRUCTION

This is very straightforward, as the build-up images should show. I used Revell dark grey (#9 Anthracite). This

gives a good scale 'black' effect, with the small raised buttons and switches being picked out using various colours from the Citadel Colour paint range. I decided to leave off the gunsight, ejection seat and instrument shroud until near the end to make handling easier. You can work on the Type 2H seat in the meantime. It is pretty straightforward to detail. I cut small lengths of metal foil for the straps – they come from a collection over time of different coloured foil around the necks of wine bottles. A beige colour was chosen and fuse wire was bent to make the small buckles. Good reference photographs can be found in the old Aeroguide No.9 on the Hawker Hunter. Another must-use reference is the superb Mark I Guide on the Hawker Hunter F Mk 6/6A – plenty of colour images for scale modellers!

Remember to add plenty of lead weight to the nose (there's ample room and Revell recommend 40g) because the Hunter is a major tail-sitter. I never weigh what I put in, but check the approximate weight by balancing the aircraft on the tips of my fingers placed in the main wheel bays – hardly scientific, but it always seems to work! I suspect I'm about to come horribly unstuck with the Classic Airframes E.E. Canberra, which you should see in these pages soon. The instructions will have you adding the nosewheel at this stage – all a bit silly really seeing how much construction work is still needed. I cut one of the side locating pins off and added it near the end of the project.

MODEL INFO

SPEC: Revell 1:32 Hawker Hunter F Mk 6
KIT NO.: 04727 **MATERIALS:** IM
AVAILABILITY: Revell AG (UK Branch) (UK Distribution) and Revell stockists worldwide **PRICE GUIDE:** £24.99

BUILT & WRITTEN BY GEOFF COUGHLIN FROM THE UK.



YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Liquid Poly
- Micro Kristal Klear
- Side cutters
- Tweezers
- Tamiya masking tape
- Pin vice drill and 0.3mm drill bit
- Sanding and polishing sticks
- Micro Set and Sol decal setting solutions
- Olfa P-Cutter and Dymo tape for rescribing



Paints Used:

Alclad II lacquer:
 Aluminium
 Pale Burnt Metal
 Dark Aluminium

Aeromaster acrylic:
 RAF Dark Green
 RAF Dark Sea Grey
 RLM 22 Black
 RLM 21 White

Tamiya acrylic:
 X-4 Blue

Xtracolor enamel:
 X504 Exhaust

Citadel Colour:
 Brown

Inscribe pastel chalks:
 Soft grey-tone pastels
 Soft earth-tone pastels

Dimensions

Span - 33ft 8in (10.261m)
 Length - 45ft 10 1/2in (13.983m)
 Height - 13ft 2in (4.013m)

Dimensions - 1:32

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

R



Look at all that lovely detail and it is all in box. There is still scope to add stuff yourself but making this beauty from the box will not result in a model that is lacking in any way



There is something about the Hunter... It looks good in 1:72, it looks even better in 1:48, but it is an absolute stunner in 1:32!

ALSO RECOMMENDED...

References

- Hawker Hunter by M. Bowman (The Crowood Press 2002)
- Hawker Hunter, Warpaint No.8 by Alan W. Hall (Hall Park Books 1997)
- Hawker Hunter F Mk 6/6A by M. Ovcacik & K. Susa, Mark I Guide (4+ Publications 2005 ISBN: 80-86637-02-6)
- Hawker Hunter F Mk 6/T Mk 7, Aeroguide No.9 (Linewrights)
- Hunter In Action No.121 (Squadron/Signal Publications)
- Modelaid International No.13 (1985)
- Scale Aircraft Modelling (Vol.2 No.4 January 1980, August 1981 & February 1984)

When the FGA Mk 9 was released there were a number of accessories released and hopefully the F Mk 6 will attract similar interest



STEP BY STEP GUIDE - ASSEMBLY

A 0.3mm drill bit is used to enhance the larger moulded rivets



A medium sander from MasterCasters is used to sand all the joins



After drybrushing the dials of the instrument panel are picked out in Citadel Shadow Black ink

"This kit's features several nice touches, including both seat types used in the Hunter – the more common Martin Baker Type 2H, or the 3H often seen on later machines"

Overall, the cockpit is well detailed, save perhaps for the sidewalls, and you may remember that True Details have produced an excellent Hawker Hunter Mk 6 resin cockpit for this kit originally designed to convert the earlier release (This was originally released by Kendall Model Company, from whom True Details acquired the moulds when KMC ceased production - Ed). I'll definitely be building another 'super-detailed' version of the Mk 6 including the set.

FUSELAGE & WINGS

This is a very neat series of parts that fit together very well indeed. The side engine intakes and front fan blades make up into a sub-assembly that sits in the join between the front and rear fuselages halves. It's designed not to be glued to aid an accurate fit and it does seem to work well. The new Mk 6 tail cone fits pretty well, with just a small amount of sanding to get an accurate match to the rear fuselage. The small vent pipe on the rear port fuselage is definitely best left off until the end to avoid knocking it off (this happened several times!). A cursory look at several Hunter photographs shows that the inside of the engine intakes varied considerably from aircraft to aircraft

and from mark to mark throughout the aircraft's service life. Anything from an off-white, to silver, to upper camouflage colour can be found, so it's useful to pick a photo of the aircraft you want to build and use that as a guide. I wanted to build the No.92 Squadron machine (RAF Middleton St George, 1958, XG239 'M-H') shown on the box top and the fantastic colour reference book *Hunters* by Martin Bowman shows this aircraft with a silver/camouflage interior to the intakes. The leading edge saw-tooth extensions fit reasonably, but did need some sanding to fit properly. Finally, the wing tip navigation lights can be attached with cyanoacrylate after drilling out coloured holes for the bulbs. When dry they are sanded and faired into the wing for a very neat finish.

The F Mk 6 invariably carried just the 100-gallon wing tanks on the inner wing pylons, and these are the raked-back pylons included in the kit, not the smaller outboard pylons shown in the build sequence.

The rivets just cry out to be enhanced and so I drilled out nearly all those that are moulded – except the smaller ones that are clearly visible. I used a 0.3mm pin vice drill and when later weathered, the effect is very realistic.

PAINTING & FINISHING

Construction moves on apace and it isn't long before you need to start thinking about the colour scheme you've chosen and what paints to use. This No.92 Squadron aircraft is RAF Dark Green/Dark Sea Grey over silver undersides. I used Alclad II Aluminium for the base colour, followed by Pale Burnt Metal and Dark Aluminium. Halford's Grey Primer is excellent as a base primer coat (needed with Alclad II paint). It is then rubbed down using Micro-mesh polishing cloths and MasterCasters' superb sanding/polishing sticks, and finally the Alclad II is ghosted on using an airbrush (it's too thin to be hand painted). After the paint is left to dry overnight, it can be weathered using pastel chalks applied with a small dry paintbrush, and ordinary graphite pencil dust, blended in using a cotton bud – but go easy so you don't overdo the effect you're after.

On this occasion, I used some old AeroMaster acrylic paints for the main camouflage colours (I had run out of my preferred gloss RAF Dark Green enamel) but, to be honest, the Dark Green especially is much too light and so it was darkened using black until I think the correct colour was

achieved. Again, do check your reference photographs, because both the green and grey colours did change hue over time, and it's not just the picture quality/saturation levels, they definitely seemed to get darker, so that the FGA Mk 9s, for example, seem much darker than those found in the late 1950s and early 1960s.

A small point, but Stage 38 suggests that you attach the small triangular aerial on the upper nose section, but this was usually only fitted to the F Mk 6A and FGA Mk 9 – a key distinguishing feature.

The flaps can be posed dropped, as can the ventral airbrake. I chose to pose these just beginning to drop, to help preserve the graceful lines of my Hunter.

UNDERCARRIAGE

The undercarriage units are excellent with very fine detail and they are also accurate. I found that the tiny retraction arms that attach the small outboard doors to the leg didn't want to sit properly and so I replaced them with fine fuse wire that worked and looked better. Also watch the attachment of the main gear doors to the lower leg as they should hang verti-

STEP BY STEP GUIDE - ASSEMBLY, PAINT & DECALS

Halford's grey acrylic primer is used as a base coat



Here are three of the main shades from the Alclad II range that I used during this build



Post-it notes can be used to mask the Alclad II Aluminium while you spray the wheel wells

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



MasterCasters' excellent polishing pad makes light work of smoothing down all the seams



Clothes pegs are very useful for holding the joint while the cement cures



The surface detail is beautifully done and the decals include a mass of stencils

cally, but if you attach the lower part of the door to the leg, then they take on a distinct toed-in appearance that is incorrect. I simply attached the upper portion in the pin location point and they look fine.

DECALS

The flat paint finish needed to be glossed up and so I used Xtracrylix gloss varnish. Then we came to the decals and here I'm afraid I have to moan about the quality of the decals. In fact they are printed superbly, all the stencil data is there and they are in perfect register. The problems are twofold. Firstly, the blue on the roundels is too light – it should be a darker 'Roundel Blue'. The second moan is that they are printed in a flat finish, are quite thick and the carrier film silvered very easily – despite the fact that I ensured a high gloss surface on which to stick them. Had it not been for the fact that the underside is silver and hides much of the silvering, it would have been hopeless. As it was, I didn't use many of the small stencils on the dark upper surfaces as the first ones did silver. Why Revell didn't produce a decal sheet like the one offered in their excellent new



Eurofighter Typhoon (See Issue 18) I'll never understand!

Some subtle paint chipping and general weathering of the airframe and drop tanks by the air and ground crews was achieved using a graphite pencil 'tapped' onto the surface. ■



Citadel Brown Wash ink is used to enhance the panel lines and rivet detail



Heaven knows why the powers-that-be at the time stated that underwing serials should run across the undercarriage doors!

● Wear the right protective clothing when advised

FINAL VERDICT

■ It is good at last to have the F Mk 6, as when the kit was first released in FGA Mk 9 form I suspect many modellers hoped it would be the Mk 6, or at least would be quickly followed by it. We have had to wait nearly seven years for it, but at last it is here and it is as beautiful to behold as the earlier version, maybe even more so!

Was it worth the money?

Oh yes, every minute!

Hunter F Mk 6, XF440/D, No.247 Squadron, RAF Odiham, 1957. Dark Sea Grey/Dark Green/Aluminium finish with white fin/rudder; black serial, repeated below wings. Red rectangles, bordered in black, flanking fuselage roundel; code on fin in black, repeated on front nosewheel door. Pilot's name (Flt Lt R.R. Harding) in yellow below windscreen



Hunter F Mk 6, XE597, flown by the CO of No.63 Squadron, RAF Waterbeach, 1958. Dark Sea Grey/Dark Green/Aluminium finish with yellow/black checks on fin and fixed areas of horizontal tail surfaces; serial in black, repeated below wings



Hunter F Mk 6, XE616/E, No.1 Squadron, RAF Stradishall, March 1959. Dark Sea Grey/Dark Green/Aluminium finish; serial in black, repeated below wings. Code 'E' in red, outlined in white, on fin, repeated in black on front nosewheel door. Unit badge on a white disk, outlined in red, flanked by white flashes, outlined in red, on nose



Hunter F Mk 6, XE548/H, No.4 Squadron, RAF Waddington, September 1960. Dark Sea Grey/Dark Green/Aluminium finish; serial in white on fuselage sides, repeated below wings in black. Code 'H' on fin in yellow, repeated in black on front nosewheel door; unit badge, flanked by black/red bars, outlined in yellow, with yellow flashes superimposed



Hunter F Mk 6, XF383/14, No.145 Squadron, RAF Alconbury, June 1961. Dark Sea Grey/Dark Green/Aluminium finish with roundels in six positions; serial and code in white (the former repeated in black below wings). Unit badge on both sides of nose; white wing tips



Hunter F Mk 6, XF382/R, Fighter Combat School, RAF Stradishall, 1961. Dark Sea Grey/Dark Green/Aluminium finish with orange spine, tail and wing bands; serial in black, repeated below wings. Title on nose in white; code 'R' in white on fin, repeated in black on front nose wheel door



Hunter F Mk 6, XE608/32, No.229 OCU, RAF Chivenor, 1972. Dark Sea Grey/Dark Green/Light Aircraft Grey finish with national markings in blue/red; serial in black, repeated below wings. No.63 Squadron markings on nose; '32' in black within a yellow disc on fin



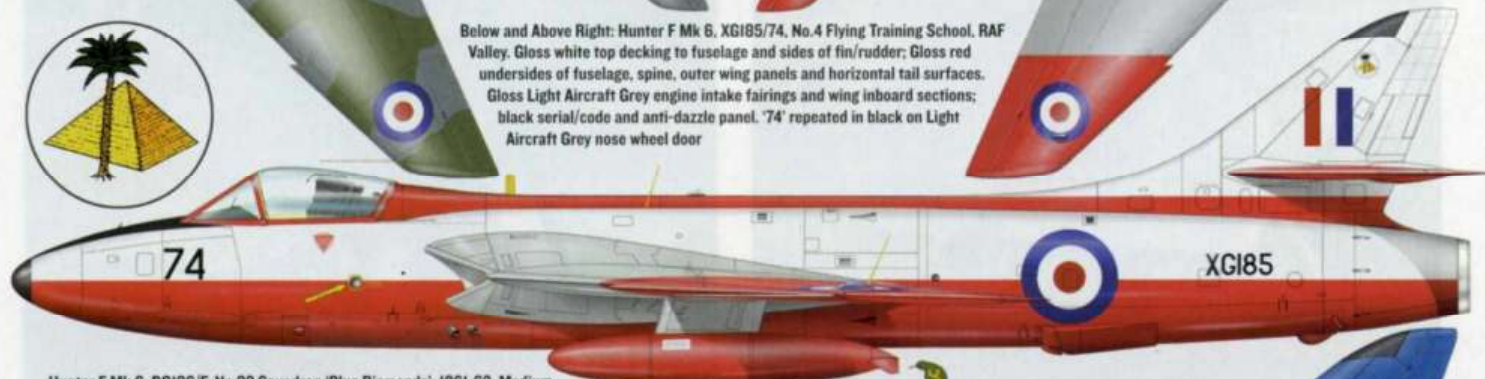
Hunter F Mk 6, XF383, No.12 Squadron, RAF Honington, mid-1984. Wrap-around finish of Dark Sea Grey/Dark Green with blue/red roundels and fin flash; serial in black, repeated below wings. Unit badge on nose



Left: Typical upper camouflage pattern for RAF Hunters F Mk 6 in Dark Sea Grey and Dark Green. As a general rule, these colours were high gloss up to around 1970 when the matt colours, including toned-down national markings (blue/red), were introduced



Below and Above Right: Hunter F Mk 6, XGI85/74, No.4 Flying Training School, RAF Valley. Gloss white top decking to fuselage and sides of fin/rudder; Gloss red undersides of fuselage, spine, outer wing panels and horizontal tail surfaces. Gloss Light Aircraft Grey engine intake fairings and wing inboard sections; black serial/code and anti-dazzle panel. '74' repeated in black on Light Aircraft Grey nose wheel door



Hunter F Mk 6, DG186/F, No.92 Squadron 'Blue Diamonds', 1961-62. Medium Blue overall with white flash along fuselage sides; white wing tips. Roundels and fin flash outlined in white; small serial in white on rear fuselage. Unit badge flanked by yellow/red checks on nose; 'F' in white on front nosewheel door



Hunter F Mk 6, XF506/X, flown by Sqn Ldr Peter Latham AFC, CO of No.111 Squadron 'Black Arrows', October 1958. High gloss black overall with roundels and fin flash outlined in white; serial in red on rear fuselage side only. Code 'X' in red on front nosewheel door; unit crest flanked by black/yellow bars on nose, together with pilot's name in yellow and rank pennant



PHOTO FEATURE

This selection of images should help those building the Revell Hunter, as they show those areas in the RAF Museum and IWM collections' FGA Mk 9s that are common with the earlier Mk 6. All photos © G. Coughlin



This is the ventral airbrake, under the rear fuselage



The inboard flap area, only exposed like this because the hydraulic pressure has drained away causing them to hang down at 90°



A look into the intake, showing the 'flexible' paint in this area (note warning stencil) and the wrap-around of the exterior colours



The gun ports of the 30mm cannon on either side of the nose



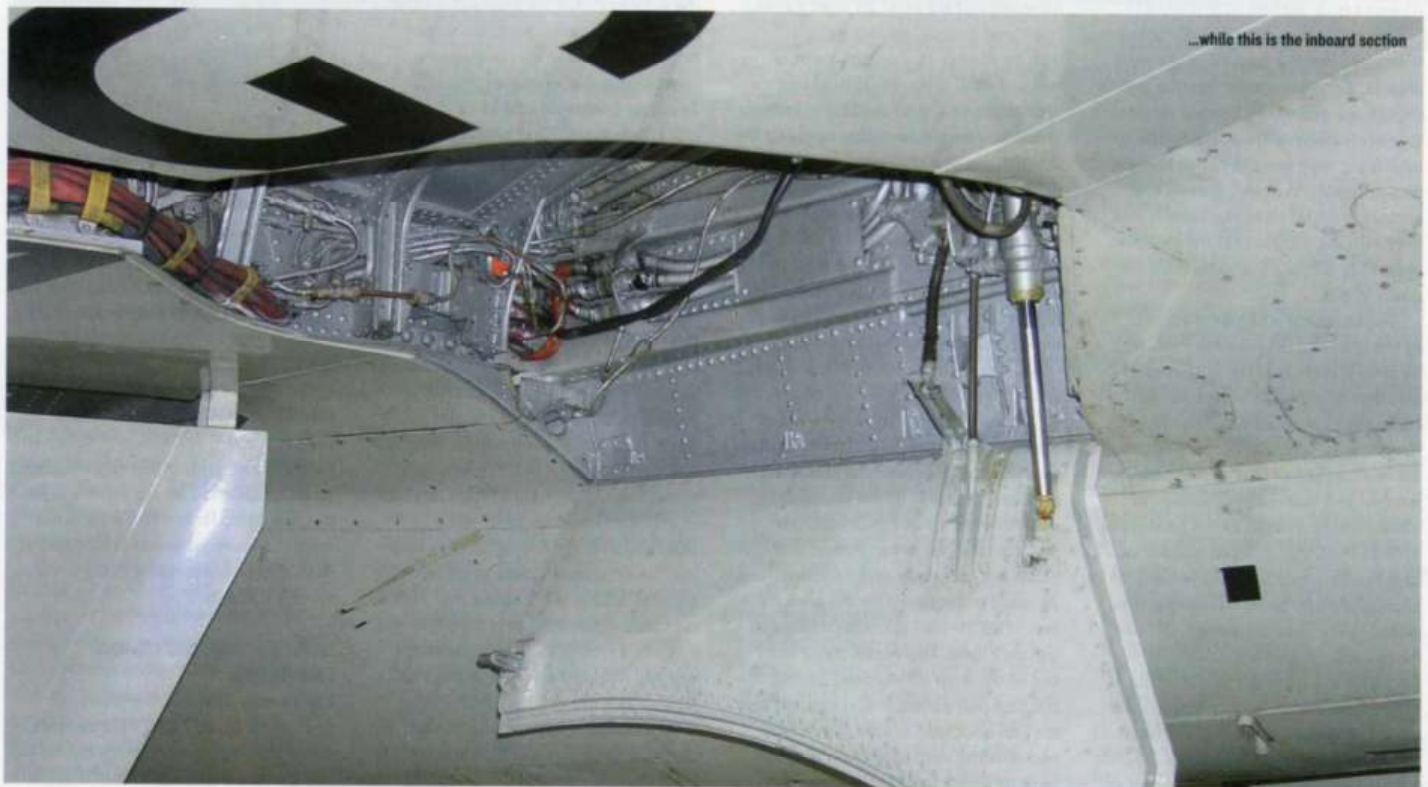
The starboard main oleo viewed from directly in front



The nose leg and wheel



...while this is the inboard section



WRITTEN BY RICHARD J. CARUANA



Canada's licence-built version went through a series of designation changes. Originally known as the T-33A-N (CL-30) Silver Star Mk 3 it had its designation eventually changed to CT-33A. 133455 belongs to No. 414 Squadron (R.J. Caruana Archives)

INTERNATIONAL TWE

Developed as a training version of the Lockheed P-80 Shooting Star, the T-33 was to remain in service for a considerably longer time and was to see service with a large number of nations.

America's jet age dawned on 10 June 1944 when Lockheed's XP-80A took to the air for the first time powered by a 'Whittle I-10' (Goblin) engine supplied by Britain. Within less than eight months four YP-80As were dispatched to Europe for combat testing though the end of the Second World War drew closer without the P-80s ever firing their guns in anger. However, mass production of this aircraft had already been taken in hand and it was only with the VJ Day that the massive orders for 4,3900 examples were cut down to 525.

The advent of a two-seat version of the Shooting Star as the P-80 had become known, is often attributed to an effort to minimise accidents that had been experienced during the initial phase of this new fighter jet into service. Lockheed had, in fact, shown interest in a dual-control version at almost the same time as the conception of the XP-80 design itself, conscious of difficulties that would eventually be encountered by pilots converting from piston to jet-engined aircraft. Despite of its insistence with the Army Air Corps for the adoption of a jet-trainer officialdom dictated otherwise, considering Lockheed's proposal as a waste of much-needed fighter airframes. So pilot training at that time was conducted on

T-6 Texans, followed by P-51 Mustangs and then about 25 hours in a P-80 firmly stuck on the ground!

Convinced that sooner or later there would be a need for a jet trainer, Lockheed proceeded in March 1947 with its project as a private venture, taking F-80C S/No.48-356 off the production line to be suitably modified. The main change obviously required the lengthening of the forward fuselage, together with the air intakes, by 26.5in (67cm) just ahead of the wing leading edges to house a second cockpit, together with a 12in (30cm) extension behind the wings to restore the aircraft's centre of gravity. Both cockpits were fitted with flight controls and instruments, and enclosed by a single, clear 7-foot upward opening canopy.

The Air Force began to show some interest in Lockheed's project as conversion work on the prototype proceeded, prompted (maybe) by the appearance of the Meteor T Mk 7 in Britain. Jet pilot training had to be planned in a completely new way, and a contract was awarded to Lockheed for the production of 20 TF-80C two-seat trainers in January 1948. Apart from giving birth to one of the most widely-used aircraft of the post-war period, it also injected new life into Lockheed which, at that time, had no other valid project on which to base its future and that of its employees.

It had been planned to reduce the P-80's nose gun armament from six to two although, if necessary, the other four guns could also be fitted. Other changes included the fitting of a smaller fuselage fuel tank, use of nylon fuel cells and improved air conditioning. The prototype, designated Model 580-74-06 by Lockheed and TF-80C by the USAF flew for the first on 22nd March 1948 at Van Nuys (California) with Tony Le Vier at the controls. During the third flight, the canopy flew clear of the aircraft during a dive but thanks to Le Vier's skilled piloting the aircraft came back to the ground in one piece.

To further promote its belief in the two-seat jet trainer, Lockheed proceeded with a tour of USAF and USN bases in the United States. This paid off handsomely as both services showed their interest by placing substantial orders. The USAF decided that 128 examples (including the prototype) from its order of F-80Cs should be finished as TF-80s, and over the following ten years the parent company was to deliver close to 6,000 two-seaters that had, by that time, been designated T-33As.

Early TF-80C/T-33As featured the original rounded wingtips of the F-80 fighter, and also carried the latter's style of underslung wing tip tanks. Some even carried the fighter's 1,000lb bomb pylons beneath the wings.



Close-up of the 7272th Flying Training Wing from Wheelus Air Base, Libya, carried on 53-5824 (R.J. Caruana)

Fletcher type wing tip tanks became a standard feature on most of the T-33As produced after the initial batch.

Production T-33As were powered by an Allison J33-A-25 (later also J33-A-35) centrifugal-flow turbojet, rated at 5,400lb for take-off. Fuel capacity totalled 353 US gallons, housed in wing (outboard and inboard) tanks and fuselage cells, this being supplemented by an additional 230 US gallons in each of the wingtip tanks. The T-33 could attain a maximum speed of 524mph at 10,000ft, cruising speed being set at around 430mph.

NAVAL VERSIONS AND LICENCE PRODUCTION

Lockheed's production of the T-33 peaked off in 1959 at 5,771 examples, these including 699 trainers for the US Navy under the designation TO-2 (later

A Canadian-built T-33 Silver Star in its original form. Note the standard practice on this type of aircraft in leaving the inside halves of the wingtip tanks painted in black.
(R.J. Caruana Archives)



ETTY BIRD – THE T-33



T-33A-1-LQ, S/No. 53-5824/TR-824 from the 7272th FTW of the USAF based in Libya, a frequent visitor to Luqa, Malta, during the early 1960s. Trim is in blue/white. See other photo for close up of the badge carried on the fin.
(R.J. Caruana)

TV-2 then T-33B). The T2V-1 (later T-1A) was a highly modified version, developed by Lockheed as its Model L-245, aimed at producing a carrier-qualified jet trainer, as the standard T-33B was considered unsuitable for such a role. Powered by an Allison J33-A-16A, the prototype flew for the first time on 15 December 1953. The first production T2V-1 named Sea Star was delivered to the Naval Air Advanced Training Command at Corpus Christi on 27 May 1957. 149 examples were built, the type being redesignated T-1A in 1962.

By mid-1944, Lockheed had already started to design a reconnaissance version of the P-80. YP-80A S/No. 44-84988 was chosen to become the XF-14 prototype through the transformation of its nose area wherein it could carry an array of photo cameras. Two P-80As were then similarly modified and redesignated FP-80As, the first of

152 examples that were to follow, later known as RF-80s. This camera nose was married to the nose of a number of T-33s, converting them into high speed two-seat reconnaissance RT-33s.

Canada was the major foreign operator to obtain a production licence of the T-33. Designated T-33A-N (CL-30) Silver Star Mk 3, the Canadair version differed from the Lockheed model in its power plant. This consisted of a Rolls-Royce Nene 10 turbojet. At first Canadair built 20 T-33As from kits supplied by Lockheed, these bearing the designation of Silver Star Mk 1. The Mk 2 consisted of another Lockheed airframe in which the Nene was experimentally fitted for trials. In all, 656 examples of this jet trainer were built in Canada, where in its final service life bore the designation of CT-133A.

Kawasaki built 210 T-33As for the Japanese Air Self Defence Force, 18 of which were completely supplied by



Last T-33s to visit Malta were those from the Belgian Air Force, including FT02, seen in June 1978
(R.J. Caruana)

Lockheed in knocked-down form. Most of the components for the balance of this order also came from the parent company.

Boeing took on the task of upgrading the T-33 in the 1980s by proposing a new version known as the Skyfox. Although about 70 percent of the original components were to be retained, it was to be fitted with a pair of Garrett TFE731-3A turbofans. The venture, however, fell through due to lack of orders and this is no wonder as far more modern and highly efficient jet trainers were available on the market by that time.

FOREIGN OPERATORS

About 40 foreign operators flew the T-33 as an integral part of their air forces, these including most European air arms, and the type enjoyed (and still enjoys to some extent) a long service life in the South American

continent. One would be tempted to exclude the RAF from the list of European nations, but readers might be surprised to know that No. 45 Squadron (RAF) operated a specially equipped T-33A in 1967 from Tengah for medium altitude air sampling following China's first nuclear tests (see colour pages), though full USAF markings had been retained.

The T-33's longevity was also marked by a (literally) colourful career that not only saw the type carrying the national markings of so many nations but also such wide and varied colour schemes, sometimes linked to the type of service it was required to perform. Although in most cases this was principally in the training role, the type was also used in the interception role wherever needed. Thankfully the type still flies today, and many fine examples are to be found on the airshow circuit. ➔



CT-133A, 133572/572, No. 434 Squadron, Canadian Air Force. I-GP-12c:501-322 Grey (FS.36237) overall with all markings in FS.16175. Unit badge in white on a mid-blue band, outlined in white



T-33A, J-314, Grupo 7, Fuerza Aerea de Chile, Los Cerrillos, late 1950s. Natural metal overall with black lettering and anti-dazzle panel; unit badge below windscreen, both sides. Blue fin flash with white star superimposed; national marking (red/blue shield with white star) carried above starboard and below port wings. J-314 repeated above port and below starboard wings in black



T-33A, T.33025 (52-9972)/025, Chinese National Air Force, Taipei (Formosa), 1959. natural metal overall with blue/white rudder markings; Anti-dazzle panel, inside faces of wingtip tanks and all lettering in black. Yellow/black checks on fuselage and fin, outlined in blue; national markings in six positions



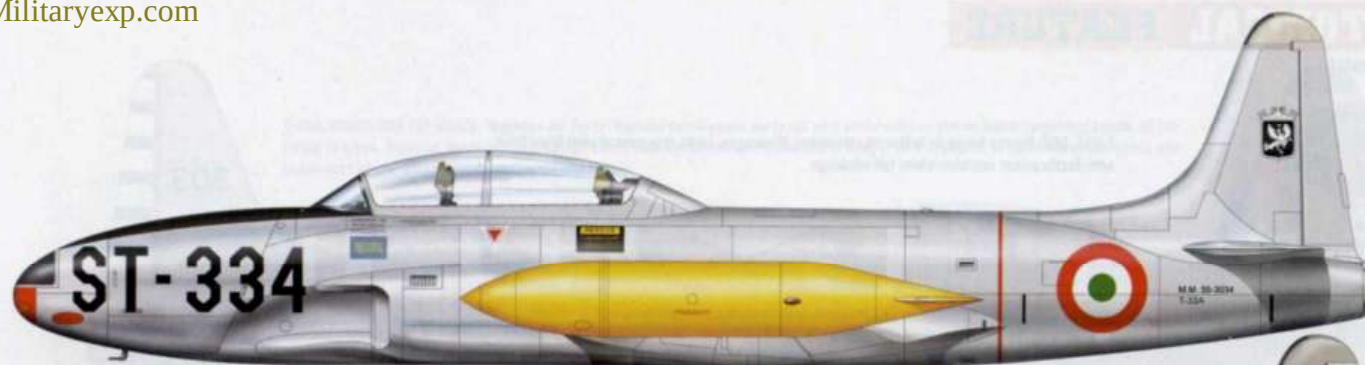
T-33A, 14349/314-UQ, 314 Groupement Ecole, Armée de l'Air. Natural metal overall with orange areas to nose and fin; orange bands chordwise around wings and central area of wingtip tanks. Lettering in black; unit badge on fin. National markings in six positions



T-33A, 29955/TR-955, No. 115 Pterix, Hellenic Air Force, 1998. Orange upper surfaces with white undersides; black lettering and anti-dazzle panel. National markings in six positions



T-33A, 53077/6-99, 6° Aerobrigata, Aeronautica Militare Italiana. Natural metal overall with black anti-dazzle panel and lettering; red outer halves of wingtip tanks and tail unit. Inner halves of wingtip tanks in black; unit badge on fin



T-33A, MM.55-3034/ST-334, Scuola Aviogetti Amendola, Aeronautica Militare Italiana, 1960. Natural metal overall with black anti-dazzle panel and lettering; red nose tip and yellow outer faces of wingtips. Amendola flying school badge on fin (not handed on starboard side; light blue panel below cockpit carries pilots' names in yellow)



RT-33A, 35238/51-78, 651° Squadriglia Collegamento e Bersagli, 51° Stormo, Aeronautica Militare Italiana, Istrana. Orange upper surfaces with undersides in yellow/black target tug bands; inner face of wingtip tanks and anti-dazzle panel in black. Natural metal top half of fin/rudder, and opening part of canopy frame; all lettering in black. Stormo badge on fin



T-33A, S/No.81-5350/350, No.207 Squadron, Japanese Air Self Defence Force. Light Grey overall with Olive Drab anti-dazzle panel; dayglo outboard halves of wingtip tanks, black inboard halves. All lettering in black; unit marking on fin, both sides. National markings in six positions



T-33A, S/No.71-5231/231, No.302 Squadron, Japanese Air Self Defence Force. Aluminium overall with Olive Drab anti-dazzle panel; black lettering. Dayglo outer faces of tip tanks, inner halves in black; unit badge on fin, both sides. National markings in six positions



T-33A, 9447, AG.51, Luftwaffe, Bremgarten, 1968. RAL7012 Basalt Grey/RAL6003 Yellow Olive upper surfaces with RAL7001 Silver Grey undersides; Orange wingtip tanks and fuselage band, the latter outlined in black. Codes in black, outlined in white; unit badge on fin (note that the '51' in yellow usually carried on the owl's body is missing on this particular machine)



T-33A, 9491, JG34, Luftwaffe, 1975. RAL7012 Basalt Grey/RAL6003 Yellow Olive upper surfaces with RAL7001 Silver Grey undersides; Orange wingtip tanks and fuselage band, the latter outlined in black. Codes in black, outlined in white; unit badge below windscreen



T-33A, 303, Fuerza Aérea de la Guardia Nacional, Nicaragua. Light grey overall with Olive Drab anti-dazzle panel; red/blue/white tail markings



T-33A, 53-5551/551, No.2 Squadron Pakistani Air Force. Green FS.3418 overall with white nose and tail bands; white wingtip tanks. All lettering in black; national markings in six positions



T-33A, 1920/20, BA I, Força Aérea Portuguesa, June 1971. Light grey overall with dayglo red nose, tail, airbrakes, kinked section of wing leading edges and outer half of wingtip tanks; inboard half of tanks in black. All lettering in black; national marking carried on fuselage sides, above port and below starboard wings; '1920' carried above starboard and below port wings



T-33A, E.15-51/41-8, Grupo 41, Zaragoza, 1982. Natural metal overall with black anti-dazzle panel, rudder cross and all lettering; unit badge on rear fuselage. National markings in six positions



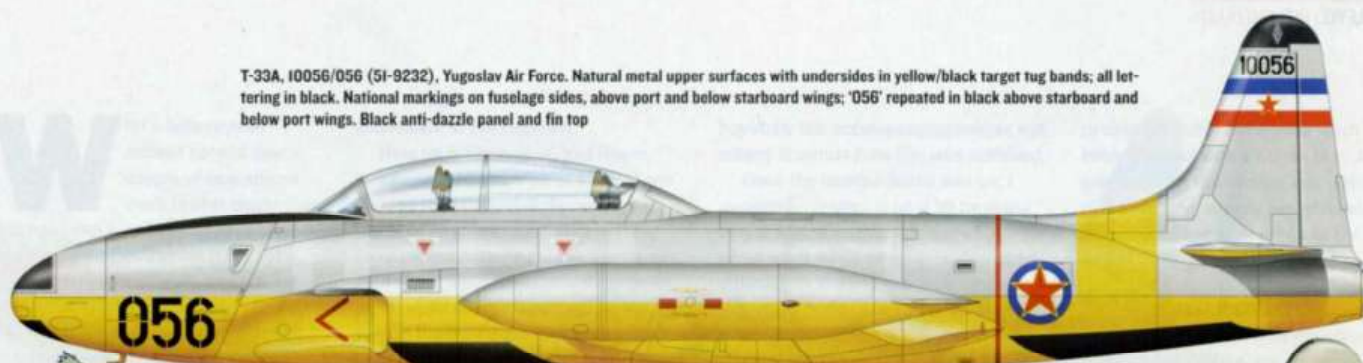
T-33A, 56132/25-13, No.561 Squadron, 56th Wing, Royal Thai Air Force, 1983. Natural metal overall with blue trim to nose and wingtip tanks; yellow/black checks on fin/rudder. Lettering in black; Olive Drab anti-dazzle panel



T-33A, 205, Grupo de Aviación No.2, Montevideo, Fuerza Aérea Uruguaya, December 1976. Dark grey/dark green upper surfaces with light grey undersides; black/white checks on top of fin. Fin flash on top of rudder; unit badge on fin. National markings in four wing positions; serial in black, repeated on nose; note nose gun position, outlined in red



T-33A, 10056/056 (51-9232), Yugoslav Air Force. Natural metal upper surfaces with undersides in yellow/black target tug bands; all lettering in black. National markings on fuselage sides, above port and below starboard wings; '056' repeated in black above starboard and below port wings. Black anti-dazzle panel and fin top



T-33A, S/No.57-0536/TR-536, 48th Tactical Fighter Wing, USAF Europe. Natural metal overall with orange outboard halves of wingtips; inboard halves and all lettering in black. Olive Drab anti-dazzle panel; Wing badge on fin



T-33A, S/No.53-5137/TR-137, 81st Tactical Fighter Wing, USAF Europe. Natural metal overall with Olive Drab anti-dazzle panel; red air intakes. Black lettering; Outstanding Unit Award below windscreen. Wing badge on fuselage sides



T-33A, S/No.56-1782, Air Force Communications Agency/AFCS, United States Air Force, August 1970. Light grey overall with lower nose, tail unit and flash on fuselage in Arctic Red, outlined in black; Arctic Red wingtip tanks with black tip. Black anti-dazzle panel and all lettering, except 'AFCS' which is white on black; US national markings on fuselage sides, above port and below starboard wings



T-33A, S/No.57-0694, operated by No.45 Squadron RAF, Tengah, seen at Malta in May 1967. Natural metal overall with Olive Drab anti-dazzle panel; all lettering in black. Used for low and medium altitude air sampling following China's nuclear tests; note air sampler pods under wings



T-33B, BuNo.137940/7V, Glenview Naval Air Station, US Navy, August 1974. Light Gull Grey overall with all lettering and anti-dazzle panel in black





BUILT & WRITTEN BY JAY
LAVERY FROM THE UK

MITSUBISHI'S MA

There is little room for disappointment with this one that is immediately apparent. Sired from possibly the best and has obviously had all of the new detail required to reproduce this earlier mark of the famous Pacific theatre have been forgiven for it, and possibly even gotten away with it, clearly those at Tamiya wanted to produce some-

YOU WILL NEED...

Before starting:

- Cyanoacrylate & Accelerator
- Tamiya Extra Thin Cement
- Tamiya masking tape
- Sidecutters
- Tweezers
- MasterCasters sanding sticks & files
- Microscale Kristal Klear
- Micro Set decal solution
- Gunze Sangyo Mr Mark Softer

Accessories Used:

MasterCasters MST32001 A6M Zero wheels (circumferential tread)

Masks Used:

Montex #SM32063 Mitsubishi A6M2 Zero [Available in UK from SBX Models]

Paints Used:

Alclad II lacquer:
Aluminium
Grey Primer & Micro Filler

White Ensign Colourcoat enamels:

ACJ08 Mitsubishi Cowl Blue-Black
ACJ15 Aotake
ACJ16 Mitsubishi Zero Grey-Green
ACJ18 Mitsubishi Interior Green
ACJ19 Wing ID Strip Yellow

CMK Stardust weathering pigments:

SD07 Light Dust
SD10 Black Smut
SD13 Dirty White
MD54 Aluminium

Winsor & Newton oil paints:

Raw Umber
Paynes Grey

Dimensions

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

Dimensions - 1:32

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

With a fully revised cockpit spread over a couple of new sprues there is little doubt that this has been a well researched project, and providing that Tamiya have not allowed their impeccable engineering standards to miraculously slip recently, this will prove to be one tremendously enjoyable build.

What also quickly becomes apparent is the fact that all of the hallmarks of a future release of a Hamp (A6M3) are here in some obvious and some not so obvious inclusions, so I think it is safe to say that we shall soon see a release of the clipped wing Zero, although I personally hope it will not be another seven years' wait.

AUSPICIOUS BEGINNINGS

The instructions begin with the interior sidewalls of the fuselage, and this is where I began as well; however it isn't long before there is a major diversion from the planned stages of the instructions, as painting and detailing the cockpit will mean altering the approach of assembling it, then simply inserting it into the assembled fuselage. Granted I will not be adding a tremendous amount of detail to the interior, but in the interests of expedience and ease, it will be simpler to partially assemble the cockpit, paint it, and then try to fit it into the fuselage whilst adding some wiring and other miscellaneous details. Hopefully the accompanying photographs will more clearly illustrate what I am talking about, and how I go about that with the

assistance of the captions.

Next up is the engine, and this is one particularly nice bit of work. If one wanted to really detail this and 'go to town' so to speak, you could not ask for a superior starting point. Personally, adding the wiring loom, carefully painting it, and adding a wash will be the sum of the work I put into the engine, but even with such a minor treatment, I hope you will agree that the Sakae I2 comes up as a lovely representation. Should you decide to open the cowlings, and leave off the front panels, there is a golden opportunity for some stunning and intricate detailing work, which would be greatly rewarded in the finished appearance. With a plethora of added wiring making up the space in front of the firewall, the amount of interest you could generate in that section would be immeasurable.

FLEXIBILITY IS A GOOD THING

Constantly modifying the methods I employ for any given aspect of my modelling helps to keep me interested, and ensures that my skills evolve rather than become stagnant and routine. The tools may well remain the same, but keeping the methods constantly varying ensures a sharp mind. This theory was put to practice when it came to the interior chipping, and

hopefully the accompanying images will clearly illustrate how this was achieved.

Once the Interior Green was on, I decided to 'loosen' it up a bit by going over it with a toothbrush dipped in white spirit, as I had experienced some difficulty in shifting the paint during the Dauntless build (See Issue 14). After this had soaked in a bit, I attacked the appropriate areas with a toothpick, and found the new technique to be a success: Jay I, Paint O. Another quick coat or two of gloss and we are ready to wash. As usual it is Winsor and Newton's Raw Umber and a dash of Payne's Gray thinned heavily with white spirit, then a coat of matt varnish

to seal it in, after the excess wash has been removed with a cotton bud. After gently easing the cockpit into position inside the already joined fuselage halves, it is time to move on to the wings.

THE OCCASIONAL DISTRACTION

I wouldn't exactly refer to the wings of a 1:32 Zero as a vast expanse, especially after building the massive Trumpeter



STERPIECE_{Pt2}

MODEL INFO

SPEC: Tamiya 1:32 Mitsubishi A6M2b Type 21 Zero **KIT NO.:** 60317 **MATERIALS:** IM
AVAILABILITY: The Hobby Company Ltd (UK Distribution) and Tamiya stockists worldwide
PRICE GUIDE: £71.99 (¥8000)

model kit ever produced, the seven-year old A6M5, this kit retains all of the quality and prestige of its older sibling, legend, down to the last rivet. Where some manufacturers would have decided to cut corners, and realistically could thing special here, having hit the nail on the head in that department.



ALSO RECOMMENDED...

References - Our pick of the bunch!

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

⚠ Wear the right protective clothing when advised



"Should you decide to open the cowlings, and leave off the front panels there is a golden opportunity for some stunning and intricate detailing work, which would be greatly rewarded in the finished appearance"

◀ MiG-29, but there are a lot of panels and rivets there, and a lot of areas that need shading. As you can see in the pictures, there were a great many small 'spots' to be painted, particularly when it came to the lightened high-lights, so I found myself playing games to keep myself interested. Noughts and Crosses was a favourite, although Battleships was an occasional welcome distraction as well. In total I must have spent the better part of three hours painting the underside of the wings, and afterwards I was in desperate need of a well chilled tin of Boddingtons.

The assembly of the wings is a fairly complicated affair, and an example of some pretty ingenious engineering on Tamiya's part. Carrying over the multi-media components from the AGM5 (which Nick J. Wigman has done a superb job with in Issue 17) the wings may be a somewhat complicated assembly, but the fit is excellent and the details superb.

NEVER FORGET PROTECTION

After the application and subsequent drying of the gloss varnish on the bottom, work was ready to move onto

the upper surfaces. With the constant handling of the bottom while painting the top, the varnish underneath will act like a barrier and protect the paint finish from a lot of the damage caused by sweat and handling, so it is important to apply the underside gloss before moving to the upper surface work.

As the gloss varnish is perhaps the single most important aspect of finishing a model, great care should be taken to ensure that it is done correctly. After many a failed or less than spectacular attempt at it in the past, I have been going to great lengths to improve this

aspect of my modelling. The greatest advance I made in this field came as the result of switching airbrushes, and making a potentially disastrous blunder.

FALLING IN LOVE AGAIN...

It is not that I dislike my Aztek, in fact it has served me dependably for over two years now, however Robin at Cammatt convinced me to try the new Iwata Revolution HP-1. My faithful Aztek has been a very faithful and forgiving modelling partner for a while, but once I tried the Iwata it was a bit like going from a Rover to a Rolls Royce. Iwatas

STEP BY STEP GUIDE - CONSTRUCTION



The Sakae 12 engine is fantastic on its own and should you wish to model it as is, it will not look bad at all. However, a small amount of additional detail will greatly enhance things and I have chosen to merely add some Plus Models lead wire



Once assembled with the banding surrounding it, the engine is a compact model unto itself and in this image all it needs is the wash, once the rest of the model is ready as well



A front-on shot shows off how effective Alclad can be at bringing out detail even before any washes are applied. By combining several shades, shadows and highlights can easily be picked out



need the paint (and anything for that matter, as I was to discover later) to be much thinner than any airbrush I have previously used, but will greatly reward the extra care when mixing, with results that are unmatched. When mixed to the consistency of water I found the White Ensign Enamels sprayed like never before, and despite the fact that they take a while to build up depth when thinned to this level, the result is well worth the investment in time. Also worth noting at this point is the fact that every single person who saw this model as it was coming along commented on how perfect the Aemiro (overall colour) looks and how well matched the

White Ensign representation is.

When it came to the gloss coat, I did the normal and sprayed the Future through the airbrush neat (unthinned to our North American friends) as my Aztek had managed this for years, and while the results were not perfect they were good enough for me. However, as I was to find to my horror, the Iwata took to this just about as kindly as if I had poured honey through it. Merrily going along thinking "That's a bit rough looking, but I am sure it will come right in the next coat" proved to be a misjudgement that would compound my problem, and ultimately prove to be a two-day setback in finishing.

RESCUING THE SURFACE

With a surface texture more closely representing sandpaper, action needed to be taken after it had dried. Starting with the 100 grit (Orange) MasterCasters sanding sponge, I took back the surface until it was flat, and due to the soft nature of the sponge itself I only managed to slightly damage the paint finish under the varnish, and even then only at the points where the detail was raised. This will easily be retouched with a brush after the entire decaling and weathering process is finished, just before the

matt varnish goes on, so I was not in the slightest bit concerned. Next were a few passes with the 280 grit crescent sander, to smooth the surface further while not damaging the finish, followed by the 600 grit white sponge. Last up was the Miracle Polisher which brought the surface up to a gleaming glass-like shine. ➔



As with any part of this kit, one could really go to town with the detail, and make a museum quality model without too much effort, but here is a good look at the level of detail prior to the cockpit's insertion



With the colours laid out to illustrate how the shading process is done, this image shows all of the components ready for weathering and subsequent assembly

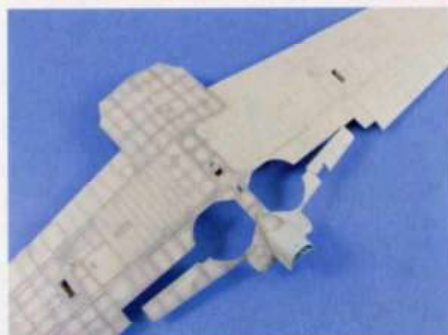


While drilling out the ends of the barrels it suddenly dawned on me that painting the guns while on the end of the pin vice would make life a whole lot simpler

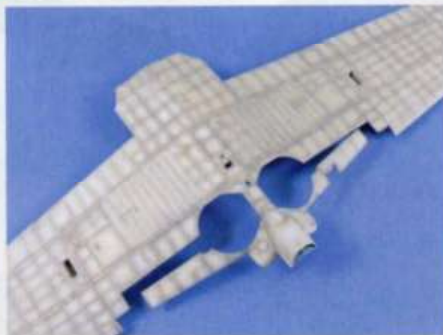
The first attempt with the Iwata and Aiclad II Grey Primer went very well; Aztek good, Iwata great!



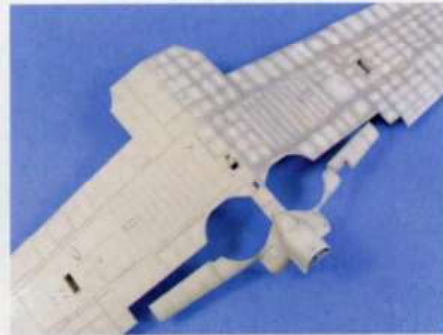
STEP BY STEP GUIDE - PAINTING



I hope this sequence of photographs will easily and clearly illustrate the process I take when doing what I call the 'highlights and lowlights'. The base coat needn't be perfectly even, although patchy will not suffice. This first image shows the contrast between the base coat and the lowlights



Next up come the highlights, and in this image the left side in the image had the highlights added while the right side has not, again to try to illustrate the contrast



Once again doing half to illustrate the contrast, the left side is the finished result after having the blending coat, the right side shows just how dramatic the difference can be



I always seem to hold the airbrush too far away from the wing roots when priming/painting/varnishing, and inevitably end up with a nasty build-up there. When cut from the backing I found the MasterCasters sanding sponges ideal for gripping the contour of the surface



Whilst managing to remove the nasty build-up at the wing roots there was very little subsequent softening or damage to the surrounding detail, another benefit of the soft nature of the sanders



Here you can imagine the amount of time that was spent on the lowlights alone. With the mixture as thin as it was it translated into a little over three hours worth of painting to get the upper surfaces done



This is without a doubt the greatest airbrush I have ever used in my life, and the trigger action prevents that nasty 'dead finger' effect I used to get with any other airbrush, after prolonged periods of spraying. It is a genuinely revolutionary airbrush design, in my opinion

STEP BY STEP GUIDE - CONSTRUCTION



The entire painting process for the guns was conveniently carried out on the ends of the pin vices from primer to drybrushing on Gunmetal



Keeping the kiddies' toothbrushes after they wear them out has its modelling uses, here being used to spread some thinner over the interior green to loosen it up for chipping



Carefully scraping the toothpick along reveals the Alclad II Aluminium underneath



I think this may be slightly overdone in retrospect, but it does give an idea of the possibilities

"Once the Interior Green was on, I decided to 'loosen' it up a bit by going over it with a toothbrush dipped in white spirit, as I had experienced some difficulty in shifting the paint during the Dauntless build (See Issue 14). After this had soaked in a bit, I attacked the appropriate areas with a toothpick, and found the new technique to be a success"

TECH TIP 1

Polishing gloss varnish between coats not only strengthens the veneer but also makes each subsequent coat go on with more lustre, and the result is a deeper, more solid shine on which to apply decals and the wash.

After mixing a batch of Future with Tamiya Acrylic thinner (55% thinner 45% Future) several coats were applied very carefully and were buffed to a shine between each. The result was both spectacular and impressive. On the cowling in particular the result was a deep and lustrous gloss finish, that will really help with the decals and wash, as we will find out later.

THICK AND CHUNKY

Japanese kit decals always seem to be somewhat thicker than their aftermarket counterparts, and thus require a very thorough treatment with the decal setting solution of your choice. I have settled into a mixture of solutions, as I find they have qualities that offset each other. Gunze Sangyo's Mr Mark Setter always left a nasty white film that

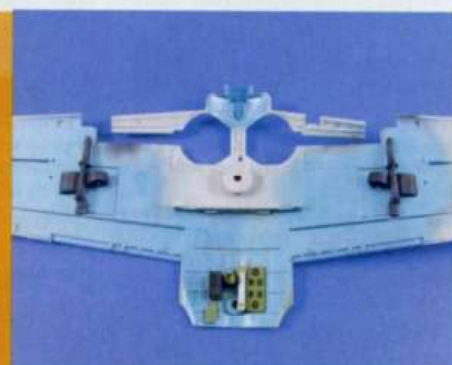
absolutely nothing would shift off the surface after its application, so I have taken to Micro Set before the decals, followed with the Gunze Sanyo Mr Mark Softener, which is infinitely better than the Micro Sol I had used previously. Available in the UK from MDC, I strongly recommend getting some of this wonder stuff, as even the thickest of decals will settle into tiny rivets after



A look at the starboard side after the seat has been installed shows the benefits of a wash and carefully picking out the small details with a fine brush



An overhead shot here shows the paint chipping throughout the cockpit to good effect, and I was particularly pleased with the results on the pedals



There wasn't a great deal of time spent on the insides of the wings, and only the parts that were likely to be visible were painted for obvious reasons

STEP BY STEP GUIDE - ASSEMBLY, PAINTING & WEATHERING

There aren't a lot of sub-assemblies left to be done at this point, and to keep them all in order, I use offcut pieces of wood to tape them to whilst painting...



... then add them to this clear lid to keep them all safely in one tidy place. I have lost far too many parts in the past and spend way too long crawling around the floor searching for them, not to take serious precautions in that department



Unfortunately the Montex masks (#SM32063) for this kit were not ready in time to go onto my model, as they would have been a lot simpler to do than cut out the individual masks provided in the kit. I would have also been able to paint the interior of the canopy as well



I have kept the chrome metal parts on the undercarriage taped up and they will remain this way until the last possible moment, to keep them from getting any blemishes. I may be retentive about it, but I want nice shiny metal bits on this model. I even taped up the end of the pitot tube



Inevitably there is some film from the decal solutions left on the model that it is always advisable to remove before the wash and the matt varnish are added. Here I am using the 'Miracle Polisher' for the task as it will not damage the decals



Using both sides of the 'Miracle Polisher' not only gets rid of the residue from the decal solutions but also acts to make the surfaces even glossier



Here you can see I was a tad aggressive, although ever the learner I realised that this idea would work incredibly on props if you painted them Aluminium first and sanded them back gently. That's one for the next project



As I mention in the text, the glossier the surface the better when it comes to washing. It settles into recesses much easier, and when it comes to removing the excess it makes a world of difference



When polishing the cowling I found the dust was settling in the recessed detail and looked really good, so I figured I should mix Paynes Gray with Mixing White to see if I could make a Light Gull Grey, which I thought would look good



Here the wash is being applied with a fine brush, although I am not too worried about keeping it neat



As you can see here the theory of 'the glossier the surface is the less colour from the wash it will retain' will be put to the test



Again, a cotton bud is employed to remove the wash easily after it has been on for a few hours



Here you can see why I was pleased with the idea and the subsequent result. You can also see the benefits of polishing between coats, as the surface texture is impeccable, thus making removing the excess easier



As you can see here, I take no chances with the canopy's clear parts, and I leave it masked until the last possible moment.



The wheels are gently highlighted with Dirty White, and I have left off the dirt shades as it is a carrier-borne aircraft



Here we are ready to add the CMK weathering pigments, which signal the final stage of the model



The wheels have had a combination of techniques used to enhance them, and this goes back to the airbrushing stages, employing shading at that point. I made the masters for these resin wheels myself, so I of course will say they are weighted to perfection!



Fellow MAI contributor John Wilkes passed this wonder stuff on to me, and I am seriously grateful to him for doing so. It is fantastic, and easy to use. I think the Lycra thread I have been using to this point has just found itself relegated to the bottom of the tool drawer



Once I had it to the appropriate tension I glued it into place



Then simply cut it back to the mast. In all a ten minute operation



With every other task now complete, the canopy can be secured in place using odourless super-glue (non-fogging) and once this has dried (it takes a bit longer than other glues) the masks can be removed



A6M2 Zero, X-108, flown by Group Commander Lt Tamotsu Yokoyama, 3rd Naval Air Group, Takao (Taiwan), December 1941. 'Ame-Iro' (FS.30277) overall with black cowling; polished metal spinner. Yellow/red/blue bands around fuselage and two horizontal blue bands on tail; code in black



A6M2 Zero, BII-144 from the 2nd Carrier Division, 1st Air Fleet on board Hiryu, Pearl Harbour, December 1941. 'Ame-Iro' (FS.30277) overall with dark red Hinomaru in six positions. Black engine cowling and Cobalt Blue identification markings



A6M2 Zero, 5th Koku Sentai, flying off the carrier Shokaku, Pearl Harbor attack. 'Ame-Iro' (FS.30277) overall with black engine cowling. White band around rear fuselage; one horizontal white band and two horizontal yellow bands on fin and rudder. Code on fin and rudder in red



A6M2 Zero, Otu Kokutai, February 1944. Dark Green upper surfaces; aluminium/natural metal undersides. Black engine cowling and yellow wing leading edge stripes. Yellow code, with '147' repeated underneath the wings in black; spinner natural metal



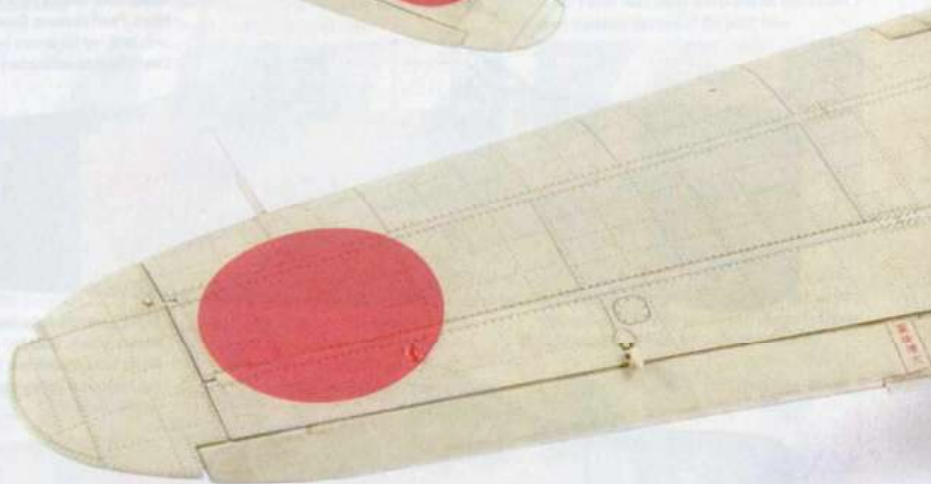
A6M2 Zero, Leader's aircraft, 261st Naval Air Group, 1943. Dark Green upper surfaces; aluminium/natural metal undersides with black engine cowling. Diagonal white bands above and below wings, and on upper part of rear fuselage; Yellow band around rear fuselage. Natural metal spinner



A6M2 Zero (Nakajima-built), Kounoike Flying Group, Kounoike (Japan), 1944. Green upper surfaces with Light Grey undersides; black cowling. Polished metal spinner and propeller (with black facing pilot)



"After carefully studying a myriad of war-time photographs it was clear that the planes in service at this time of the war were not overly weathered, and thus I wanted to make sure not to overstate any of the effects, and I went along with the 'less is more' attitude to weathering"



two treatments with it. It is genuinely amazing gear.

After leaving the decals overnight, and applying another thin coat of gloss, the model was ready for a wash. As with the interior, it is Winsor and Newton's Raw Umber mixed with a small amount of Paynes Gray (about 90% - 10%) thinned heavily with white spirit. Getting the thinner/oils mixture correct is of the utmost importance here, as too thick and it will not have any capillary action, and thus will not

TECH TIP 2

A pin vice is a great holder for parts that need painting, particularly machine guns as the ends could do with drilling out at the same time.

settle into the recessed detail, and if it is too thin it will require several applications and will not want to stay inside the recessed detail.

WASHING TECHNIQUES

I generally find that a few hours left on the model is sufficient before starting the removal procedure and for this I generally use a cotton bud. If you can catch the wash at the right moment it will come off easily without soaking the cotton bud in white spirit. When possible I advise working along the airflow lines as you can create some neat and very subtle weathering effects with a little extra care and effort.

The last weathering task to be carried out prior to matting the model down were some oil streaks from the engine. Going back to the Paynes Gray again and thinning it to a wash consist-

ency, using a small brush it was dabbed onto spots just behind the cooling flaps and blown back using an airbrush. Hopefully the pictures will clearly illustrate the results of this procedure. With the Matt Varnish applied the light is visible at the end of the tunnel, and there is very little left to do with this project.

ROUNDING OUT PROCEEDINGS:

Leaving the matt varnish overnight to harden, it was time for my trusty and long suffering HB pencil to make an appearance here, and its work began around the fixtures and fittings of the engine cowl. After carefully studying a myriad of wartime photographs it was clear that the planes in service at this time of the war were not overly weathered, and thus I wanted to make sure not to overstate any of the effects, and I went along with the 'less is more' atti-

tude to weathering. I also tried to ensure that the chips themselves were much smaller than I used to do, thus more to scale. This was followed with some chips along the wing roots as well as some points on the wings, all very understated, so as not to draw attention to them.

CMK Weathering pigments were the last steps before adding the fiddly bits that are so easy to knock off during the final stages, and the decision was made to steer clear of earthy tones like dirt and mud, as this was a carrier-based aircraft, and there would not be too much mud around. Therefore Light Dust was the weapon of choice accompanied by Dirty White, Black Smut (I giggle like a twelve year old in Sex Education every time I read or write that) and the metallic pigment Aluminium. Concentrating on the wheels and undercarriage with the Light Dust, Black Smut (tee-hee-hee)

CLOSE-UP DETAILS



The overall grey of the earlier series of AGMs coupled with the blue in the wheel wells and black of the cowl make for quite a striking model



Subtle weathering both inside and out are the key with larger scale modellers, otherwise the end product will look rather off



The kit flaps are OK, but thankfully Eduard have now produced an etched replacement set, along with a pre-painted interior set and a standard exterior set



Tamiya have covered their Zero in a mass of recessed detail and this all cries out to be accentuated

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



"Worth noting at this point is the fact that every single person who saw this model as it was coming along commented on how perfect the Aemiro (overall colour) looks and how well matched the White Ensign representation is"

and Dirty White (Surely not...no, I won't say it, never mind) to recreate some exhaust stains on the underside, and finally enhancing some of the effects on the cowling with the powdery Aluminium.

At this point it is time to add and unmask the canopy, along with the landing and formation lights, and finally the aerial wire. Provided by fellow MAI contributor and all around good guy, John 'Tigger' Wilkes, I used some smoke coloured Nylon thread for the first time and was extremely pleased with the result. This stuff will replace the Lycra thread in the toolbox, methinks.

WAS IT WORTH THE EFFORT?

For the first time in a while I have had to give this one some serious thought. It is wonderfully done, the pinnacle of engineering and quality, and the Zero

is just as significant a WWII fighter as the Bf 109, the Spitfire, or the Mustang, which means it deserves a space in anyone's collection. However, the price made me think twice about it, and with a UK listing of £71.99 it is pushing things a bit in my opinion. In general, however the A6M2b here keeps in line with the 'you get what you pay for' ethos when it comes to Tamiya kits, and it is a very nice model, with all of the attention to detail we have come to expect from them. ■

FINAL VERDICT

■ So there you have it, one brand new, all singing, all dancing Tamiya A6M2 Type 21 Reisen 'Zero' for your viewing and reading pleasure. This model shows us why Tamiya enjoy the worldwide respect in the modelling community they do, as great care and consideration have gone into this model.

Was it worth the money?

Considering the fact that all I added to this was a small amount of lead wire in the cockpit and to the engine along with some resin wheels, when compared to some cheaper kits that need a lot of aftermarket items thrown at them to bring them to this level, this kit fares even better.



Opting to use resin 'weighted' wheels does give you piece of mind in knowing that these won't degrade as rubber does

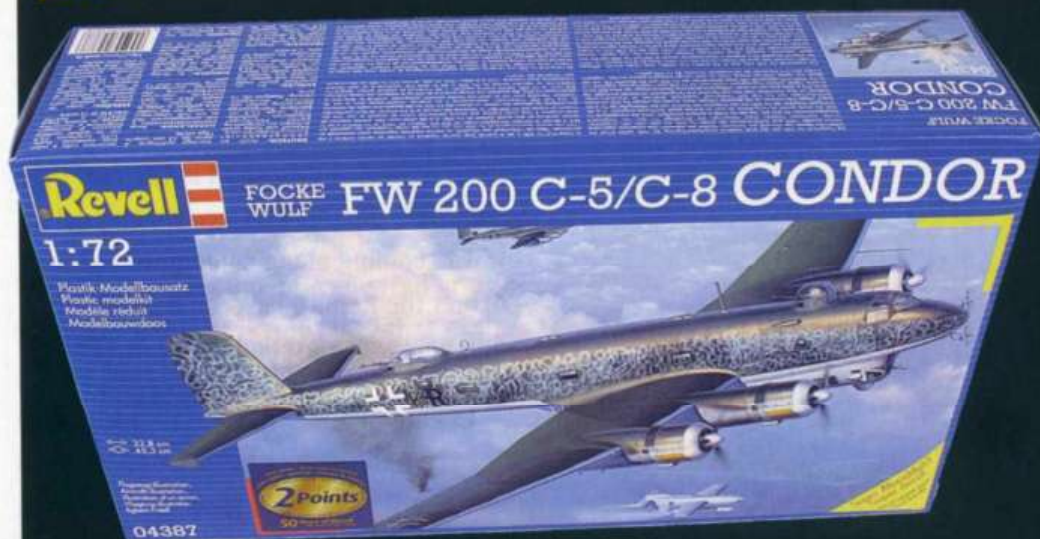


Little focal points of interest coupled with restrained wear and tear make a subject effective and pleasing to the eye; less truly is more!

new releases - kits

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

PREVIEW



Focke-Wulf Fw 200C-5/C-8 Condor

Scale 1:72 / Revell AG, Germany / Materials: IM / Kit No.: 604387 / Availability: Revell AG [UK Branch] (UK Importer) and Revell stockists worldwide / Price Guide: £19.99

Once it was known that this was definitely a new tooling, this kit probably went to the top of the 'must have' list for many a Luftwaffe modeller. Inside the typical big Revell box there are three bags of parts, one of which also contains a separately bagged clear sprue. Made up of 215 light-grey coloured and 25 clear parts there are some unused components that hint at other versions to come. The quality and detail is akin to all their recent kits like the Bv 222, Ju 290 and He 177, with a full cockpit and aft fuselage section adjacent to the rear cargo doors. Some may want to add the 'missing' mid-section, but none of the prominent fuel cells are included so this will be quite an undertaking. The ventral gondola is a separate (clear) piece and all fore and aft gun positions are separate units built into inserts in the dorsal spine; not the best idea, but unavoidable to get the most options out of the base tooling. Nicely detailed engines with the option of open cowls are included, and there are two Hs 293s to go under the outboard engine nacelles. FuG 200 radar antenna completes the package. Colour options are included for F8+KR of III./KG40 based in Norway in 1944, TO+XL of an unidentified unit in 1943, F8+OL of 3./KG 40 in February 1944 and F8+CT from III./KG 40 in May 1945. Colours are identified by RLM codes and Revell paint mixes, which is an excellent idea.

Verdict: At last, a good Condor in 1:72! For years we have struggled with the very old version from Revell, but now we have this lovely new one. It is certainly worth every penny and is much easier to build and display than one in 1:48, so it just has to be most highly recommended to all Luftwaffe fans. Our thanks to Revell AG (UK Branch) for the review sample.

DIMENSIONS

Span - 107ft 9 1/2in (32.84m)
Length - 78ft 3in (23.85m)
Height - 20ft 7in (6.30m)

DIMENSIONS - 1:72

Span - 456.1mm
Length - 331.3mm
Height - 87.5mm

REFERENCES

- Focke-Wulf Fw 200 by J.R. Smith, Profile No.99 (Profile Publications 1966)
- Fw 200 Condor by H.J. Nowarra (Schiffer ISBN: 0-88740-235-6)
- Fw 200 Condor by J.Ledwoch & H.W. Trojca (Wydawnictwo Militaria, 1995)
- Fw 200 Condor, Warpaint No.13 (Hall Park Books 1998)
- German Heavy Bombers by M. Griehl & J. Dressel (Schiffer ISBN: 0-88740-670-X)
- Jet & Prop - Photo Archiv Band 4 (Flugzeug Publikations)
- La Fana de l'Aviation Nos.256 to 259
- Luftwaffe Warbirds Photo Album Vol.6, Ground Power Special Issue (Delta Publishing 1994)
- Replic No. 45 (May 1995)
- Sea Eagles Vol.1 Luftwaffe Anti-shipping Units 1939-1941 by C. Goss, Luftwaffe
- Colours (Classic Publications 2005 ISBN: 1-903223-55-5)
- Wings of the Black Cross No.3 by M. Proulx (Eagle Editions Ltd 2006 ISBN:0-9761-034-9-4)





PREVIEW

Gloster Meteor F Mk 8

Scale 1:72 / Xtrakit, United Kingdom / Materials: IM / Kit No.: XK72001 /

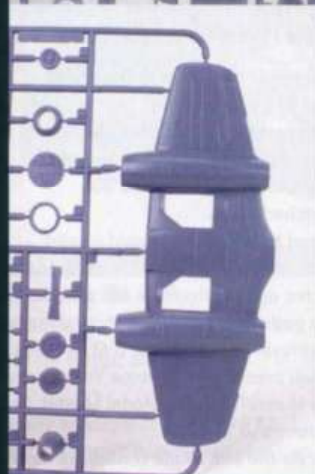
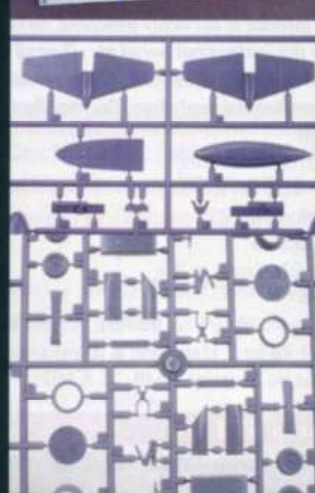
Availability: Hannants (UK Importer) and Xtrakit stockists worldwide / Price Guide: £11.99

It has been a while since we have had any new British post-war jets to get excited about, but at last, in co-operation with MPM, Xtrakits have released their new Meteor. Moulded and packed in typical MPM style, the kit comprises two main sprues of 72 medium-grey colour plastic parts and a single sprue of six clear plastic parts - this kit does not include any resin or photo-etched components. An errata sheet in the bag also notes that the instructions incorrectly state 'Forest Green' when it should be Dark Green and that both small (early) and late (large) intakes are included and that option A probably uses the former. Assembly looks quite straightforward, with a nice little cockpit tub and multi-part ejection seat. Apart from the already-mentioned intakes the only optional part is the canopy, of which early (clear) and later (three-part) versions are included. Colour options are for VZ494 of No.501 Sqn RAuxAF, Filton, February 1957, VZ495, ZD-K of No.222 Squadron, RAF Leuchars in the early 1950s and WH470 of No.600 Sqn RAuxAF, RAF Biggin Hill also in the early 1950s.

Verdict: We bet there are a few Meteor fans out there overjoyed by the release of this kit, and with other versions due from Special Hobby in the future (the FR Mk 9 already being available), there is certainly enough to keep everyone happy! This type of limited-run kit needs care to assemble, but without resin and photo-etched to worry about it is probably still within the abilities of most modellers. It can certainly be recommended to all Meteor and post-war RAF fans, and our thanks to Hannants for the review sample.

REFERENCES

- Aircraft Archive - Post War Jets Volume 3 [F Mk 8] (Argus Books 1988 ISBN:0-85242-967-3)
- Camouflage & Markings No.11 - Meteor, Whirlwind & Welkin (Ducimus)
- Gloster Meteor: Britain's Celebrated First-Generation Jet by P. Butler & T. Buttler (Aerofax/Ian Allan 2006 ISBN: 1-85780-230-6)
- Gloster Meteor - Super Profile (Haynes, 1985)
- Gloster Meteor, The IAF Aircraft Series No.7 by A. Dor (AD Graphics 2001)
- Gloster Meteor F.8 by C.F. Andrews, Profile No.12 (Profile Publications 1965)
- The Gloster Meteor, Close-up Classics No. 1 by R.J. Caruana (Modelaid International Publications, 1991)
- Meteor by S. Bond (1985)
- Meteor by B. Philpott (1986)
- Meteor In Action No.153 by J. Scutts (Squadron/Signal Publications, 1995)
- Scale Aircraft Modelling Vol 1 No.6 March 1979 (Aircraft in Detail)
- VdM No.32, 33 & 37



DIMENSIONS

Span: 37ft 2in (11.32m)
Length: 44ft 7in (13.59m)
Height (over rudder): 13ft 0in (3.96m)

DIMENSIONS - 1:72

Span - 157.2mm
Length - 188.8mm
Height - 55mm

new releases - kits

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

Curtiss H-75A-1/3 Hawk 'In French Service'

Scale 1:32 / Azur, Czech Republic / Materials: IM, R, PE / Kit No.: A045
Availability: Hannants (UK Distribution) and Azur stockists worldwide / **Price Guide:** £36.99

- This is the same basic tooling as seen in the Special Hobby P-36C Mohawk edition.
- Comprises 79 medium grey-coloured and 13 clear plastic, plus 31 photo-etched and 35 resin parts.
- Colour options are included for three machines: 'White 9', S/No.295, flown by Sgt G. Lemare of I Escadrille, GC I/4 in September 1941; '2', S/No.217, flown by Lt E.M. La Meslée of I Escadrille GC I/5 in 1940; '14', X860, S/No.61, flown by Commander A. Vasátko of I Escadrille GC I/5 in May 1940. Each option is dark brown, blue/grey and dark green over sky grey.

Verdict: The original P-36 was not that easy to build, as we discovered, due to the odd split in the fuselage aft of the engine cowling. This has the same potential problem, although it may be eased (or worsened) by the cut-out and resin upper cowl insert of this particular kit? The addition of the resin cockpit interior is certainly welcome, as is the use of pre-painted photo-etch for the instrument panel etc. Overall we feel that this is a better package than the original Special Hobby release and it is one we can recommend to all experienced modellers. Our thanks to Azur for the review sample.

Dimensions

Span - 37ft 4in (11.36m)
 Length - 28ft 7in (8.79m)

Dimensions - 1:32

Span - 355mm
 Length - 274.7mm

References

Curtiss Hawk 75 by P.M. Bowers, Profile No.80 (Profile Publications 1966)
 Curtiss H-75 by P. Marchand & J. Yakamori, Les Ailes de Gloire No.6 (2002)
 Fanatique de l'aviation No.19, 22 & 140

**Northrop BT-1**

Scale 1:72 / Valom, Czech Republic / Materials: IM, R, PE / Kit No.: 72016 / Availability: Hannants (UK Importer) and Valom stockists worldwide / **Price Guide:** £19.99

- Forerunner of the Douglas Dauntless designed by Ed Heinemann.
- Comprises 44 grey-coloured plastic, plus one injected and one vac-formed clear component, 10 resin and 33 photo-etched parts.
- It is good to see a vac-formed plastic canopy as all their previous Devastator kits had an injected canopy that was too wide for the fuselage!
- Colour options are included for two machines: 5-B-7 on board USS Yorktown in 1937/39; 6-B-9 on USS Enterprise in 1937/38. Both are aluminium overall with Chrome Yellow wing upper surfaces. Colour are identified by Humrol, Agama, Model Master, Gunze Sangyo and Fs 595a codes in the instructions.

Verdict: As the sire of the Dauntless the BT-1 has a place in history, even if it was only ever used by two squadrons. This type of limited-run kit is not easy to build, and is really only for the more experienced modeller. Our thanks to Valom for supplying the review sample.

Dimensions

Span - 41ft 6in (12.6m), Length - 31ft 8in (9.6m), Height - 13ft (3.9m)

Dimensions - 1:72

Span - 175mm, Length - 133.3mm, Height: 54.2mm

References

Fine Scale Modeler Vol.10 No.7 November 1992 (scale plans)
 SBD Dauntless In Action by R. Stern (Squadron/Signal Publications 1984)

**Albatros D.III**

Scale 1:32 / Roden, Ukraine / Materials: IM / Kit No.: 606 / Availability: Pocketbond Ltd (UK Importer) and Roden stockists worldwide / **Price Guide:** £34.99

- New tooling.
- Comprises 85 light grey-coloured plastic components, plus two clear acetate windscreens.
- The instructions include a clear set of rigging diagrams and there is an errata sheet included that warns the modeller that colour options 5, 6 and 7 can't be made from this kit, as these have the offset radiator in the upper wing, and the kit includes only the centrally positioned unit.
- Colour options are included for seven machines, three can't be made from the kit, so we will ignore them. The remainder are: Jasta II machine flown by Lt Lothar von Richthofen in the Spring of 1917; Jasta II machine flown by Lt Manfred von Richthofen from Roucourt, France in April 1917; Jasta 26 machine flown by Lt Bruno Loerzer on the Western Front in the Summer of 1917; W/Nr. 2096/16 of Jasta 26, flown by Lt Friedrich-Wilhelm Wichard and captured in France on the 21st April 1917.

Verdict: Although the error in the decal options is a bit annoying, the actual quality of the kit is first rate and will certainly be easier than the limited-run example from Battleaxe we featured in Issue 8 (March 2006). It is recommended to all WWI fans and our thanks go to Roden for supplying the review sample.

Dimensions

Span - Upper 29ft 8 1/4in (9.05m), Lower 8.81m
 Length - 24ft 5/8in (7.33m)

Dimensions - 1:48

Span - Upper 282.8mm, Lower 275.3mm
 Length - 229mm

References

Albatros D.II & D.III Oeffag by Dr Mgr P. A. Tesar (JaPo 1998)
 Albatros D.III by P.M. Grosz, Windsock Datafile
 Special (Albatros Productions 2003 ISBN:1-902207-62-9)

**Gloster Gladiator Mk I/II/J8**

Scale 1:48 / Roden, Ukraine / Materials: IM / Kit No.: 438 / Availability: Pocketbond Ltd (UK Importer) and Roden stockists worldwide / **Price Guide:** £16.99

- Reissue combining the Mk I and Mk II kits first released in 2003.
- Comprises 95 light grey-coloured plastic, plus seven clear plastic parts.
- Colour options are included for nine machines: N5592, Mk II (Met) of No.1402 (Met) Flight; N2309, Mk II (Met) of No.1401 (Met) Flight; Mk I, G-704 of 5 Eskadrille, Lithuanian AF; Mk I, G-709, ex-Lithuanian machine used by the Russian Air Force in 1941; Mk I, '427' of the Norwegian Army Air Service Fighter Wing; J8 (Mk I), B+5 of the Royal Swedish AF; Mk I, '175' of the Latvian AF; Mk I, 'White 30' of I Escadrille, I Groupe, Belgian AF; Mk I, NJ+BO of ErgGr (s) I of the Luftwaffe.

Verdict: Although the kits have been out before, the mix of countries offered in the decals and the inclusion of secondline RAF units does make this one very appealing. Our thanks to Roden for supplying the review sample.

Dimensions

Span - 32ft 3in (9.83m)
 Length - 27ft 5in (8.36m)
 Height (tail down) - 11ft 9in (3.57m)
 [Mk I], 11ft 7in (3.52m) [Mk II]

Dimensions - 1:48

Span - 204.8mm, Length - 174.2mm,
 Height: 74.4mm [Mk I], 73.3mm [Mk II]

References

Gloster Gladiator by A. Crawford, (Mushroom Publications 2002)

Hurricane & Gladiator by K. Keskinen & K. Stenman, Suomen Ilmavoimien Historia No.25 (K. Stenman 2005)



Sukhoi Su-35 & Su-37

Scale 1:144 / Dragon, Hong Kong / **Materials:** IM / **Kit No.:** 4584 / **Availability:** The Hobby Company Ltd (UK Importer) and Dragon stockists worldwide / **Price Guide:** £7.99

Status: Revised tooling

Parts: 100 medium grey-coloured and two clear plastic parts

Decal Options: 2 ('711', the machine displayed at the 1999 Paris Air Show and '709' of the Russian Air Force as seen at Schönefeld, Berlin in 1994)

Note: Features new fuselage, movable canards, optional landing gear and R-27, R-73 and Kh-29 missiles

References

Flankers, the new generation, Red Star Vol.2 (Midland Publishing)

Sukhoi Su-27 Flanker by S. Skrynnikov (Concord Publications)

Su-27 Flanker by D.R. Jenkins & J. Miller, Aerofax Extra 3 (Aerofax Inc, 1991)

Su-27 Flanker Story (Air Fleet)

**Focke-Wulf Fw 190A-4**

Scale 1:48 / Hasegawa, Japan / **Materials:** IM / **Kit No.:** JT91 / **Availability:** Amerang Ltd (UK Distribution) and Hasegawa stockists worldwide / **Price Guide:** £16.99

Status: Revision from previous A-3 (JT90 - See Issue 7)

Parts: 84 grey-coloured and 5 clear plastic components, plus four poly caps

Decal Options: 2 (Maj. Hans Trautloft & Maj. Hubertus von Bonin)

References

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)

**Messerschmitt Bf 109G-10 & K-4**

Scale 1:72 / Fine Molds, Japan / **Materials:** IM / **Kit No.:** FL11 & FL12 / **Availability:** Arba Products (UK Importer) and Fine Molds stockists worldwide / **Price Guide:** £TBA (¥2200 ea)

Status: Revised tooling

Note: New fuselage (streamline bulges), fixed tailwheel, larger main wheels (K-4) and revised canopy.

Decal options: 2 [G-10] (Uffz. H. Munninger & Uffz. J. Twietmeyer), 1 [K-4] (Obt G. Grossjohann).

References

Messerschmitt Bf 109F, G & K series: An Illustrated History by J. Prien & P. Rodeike (Schiffer ISBN 0-88740-424-3)

Messerschmitt Bf 109K by A. Janda & T. Pruba (JAPO 1997)

**Sukhoi Su-7B, BMK & UM**

Scale 1:144 / Attack Hobby Kits, Czech Republic / **Materials:** IM / **Kit No.:** I4408, I4410 & I4411 / **Availability:** Hannants (UK Distribution) and Attack Hobby Kits stockists worldwide / **Price Guide:** £5.80 each

Status: New tooling

Decal Options: 2 [B] (Soviet Air Force), 4 [BMK] (Iraqi, Egyptian, Czech & Soviet), 4 [UM] (Czech, Indian, Egyptian & Soviet)

References

Air Action No.29

Su-7 In Action No. 90 (Squadron/Signal Publications)

**Hawker Nimrod II**

Scale 1:72 / CMR, Czech Republic / **Materials:** R / **Kit No.:** 150 / **Availability:** Hannants (UK Distribution) and CMR stockists worldwide / **Price Guide:** £24.99

Status: New tooling (Nimrod I = #117)

Parts: 57 resin and 2 vac-formed clear plastic

Decal Options: 6 (K4620/No.801 Sqn, K3656/No.802 Sqn, '170', '171' & '179' of the Royal Danish Air Force)

References

Hawker Fury and Nimrod by Alex Crawford (Mushroom Model Publications 2006 ISBN: 83-89450-41-0)

**McD D AV-8B Plus 'Italian Navy'**

Scale 1:48 / Hasegawa, Japan / **Materials:** IM, WM / **Kit No.:** 09684 / **Availability:** Amerang Ltd (UK Distribution) and Hasegawa stockists worldwide / **Price Guide:** £21.99

Status: Revised reissue of kit originally released in 2004 (#PT28)

Parts: 10 clear and 150 grey-coloured injected plastic parts plus two white-metal components and four poly caps

Decal Options: 3 ('1-05', '1-04' and '1-13' all from Giuseppe Garibaldi, 1 Grupaer based at Grottaglie)

References

[BAe] Harrier - Inside and Out (Crowood Press 2003)

Modelling the Harrier I & II, Osprey

Modelling Guide No.1 by G. Ashley

(Osprey Publishing 2004)



new releases - accessories

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

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

This month sees another selection of new releases in this excellent range.



1:72 QB72 049

B-17G Flying Fortress Engines

In this set you get four new detailed engine units complete with separate rear bulkheads to replace these elements of the Academy kit.

Designed for: Academy kit

Material: R

Price Guide: £3.50



1:72 QB72 050

B-24 Liberator Engines

This is another set of four engine units, this time cast integrally with the rear bulkheads to replace the kit parts.

Designed for: Minicraft kit

Material: R

Price Guide: £3.50



1:72 QB72 051

DC-3 Dakota/C-47 Engines

This set has two highly detailed engines cast with the rear bulkhead to act as direct replacements for the kit parts.

Designed for: Italeri/Airfix kits

Material: R

Price Guide: £2.60



1:72 QB72 052

Brewster B-239 Buffalo Engine

Here you get a new detailed engine cast with the rear bulkhead to act as a direct replacement for the Hasegawa kit, not Tamiya as it says on the packaging.

Designed for: Hasegawa kit

Material: R

Price Guide: £2.60



1:72 QB72 053

TBM-1 Avenger Engine

This new engine is cast integrally with the rear bulkhead but has all ancillaries as separate components.

Designed for: Hasegawa kit

Material: R

Price Guide: £2.60



1:72 QB720 054

Junkers Ju 88A-4 Guns

In this set you get the MG 81Z and three MG 15 machine guns to replace these items in the new Hasegawa kit.

Designed for: Hasegawa kit

Material: R

Price Guide: £1.99



1:72 QB72 055

B-25J Mitchell Gun Barrels

In this pack you get fifteen replacement 0.50in machine-gun barrels, all nicely perforated.

Designed for: Hasegawa kit

Material: R

Price Guide: £1.99



1:48 QB48 060 N.A.

P-51D Mustang Exhausts

This set gives you the six-stack units without the shroud, cast as direct replacements for the kit parts.

Designed for: Tamiya kits

Material: R

Price Guide: £1.99



1:48 QB48 067

Spitfire Mk IX Flat Tank

The profiled auxiliary fuel tank, as carried on the centreline of the later marks of Spitfire, is offered here as a single add-on resin component.

Designed for: Hasegawa/Revell kits

Material: R

Price Guide: £2.60



1:48 QB48 068

Hawker Typhoon Exhausts

This set offers the six-stack units cast as direct replacements for the kit parts.

Designed for: Hasegawa kits

Material: R

Price Guide: £1.99



1:48 QB48 069

Hawker Tempest Exhausts

This is another set of six-stack units, this time with flared outlets, cast as direct replacements for the kit parts.

Designed for: Eduard kits

Material: R

Price Guide: £1.99



1:48 QB48 070

SBD-3 Dauntless Engine

In this set you get a highly detailed replacement engine with the rear bulkhead as a separate piece.

Designed for: Accurate Miniatures kits

Material: R

Price Guide: £3.60



1:48 QB48 071

P-39C/D Airacobra Exhausts

This set offers the six-stack units of the early C & D versions, cast in blocks to act as direct replacements for the kit parts.

Designed for: Eduard kits

Material: R

Price Guide: £1.99



1:48 QB48 072

He 219A-9 Conversion

This simple conversion comprises one piece, that being the forward section of the ventral gun tray, which is depicted in this case as the four-cannon unit.

Designed for: Tamiya kit

Material: R

Price Guide: £2.60



1:32 QB32 019

Spitfire Mk V Exhausts

These fishtail exhaust units are hollow and grouped together to simply plug into the model in place of the kit parts.

Designed for: Hasegawa kit

Material: R

Price Guide: £2.60

Verdict: The Quickboost range is now well established and extremely useful. These latest additions are no exception, being beautifully cast, and will certainly be of great use for their intended kit. The Ju 88A-4 armament set is a good example of how this range can overcome a small problem in a new kit quickly and efficiently. Excellent, they are highly recommended to all, and our thanks to Quickboost for the review samples.

Available from: www.quickboost.net

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

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

Some more new products from Aires this month, so what's on offer?

**1:72 7162****Junkers Ju 88 Wheels**

This is a simple set of detailed, 'weighted' main and tailwheels for the new Ju 88 kit, complete with die-cut vinyl masks to ease painting.

Designed for: Hasegawa kit

Material: R

Price Guide: £2.30

**1:48 4308****JAS-39A/B Gripen Exhaust Nozzle - Closed**

This is one of Aires' detailed replacement exhaust units, cast in three separate sections and with the afterburner ring supplied as photo-etched.

Designed for: Italeri kit

Material: R, PE

Price Guide: £7.25

**1:48 4309****JAS-39A/B Gripen Exhaust Nozzle - Open**

The opposite of the previous set, this one depicts the nozzle open, but is still made of the one photo-etched and four resin parts.

Designed for: Italeri kit

Material: R, PE

Price Guide: £7.25

**1:48 4316****Focke-Wulf Fw 190A-8 Wheels**

This is a simple set of detailed, 'weighted' main wheels to act as replacements for the kit parts along with die-cut vinyl masks to ease their painting.

Designed for: Any A-8 kit

Material: R

Price Guide: £4.50

**1:48 4318****E.E. Lightning F Mk 2/6 Exhaust Nozzles**

This set offers detailed replacement exhaust units, cast in three separate sections, plus the afterburner ring that is photo-etched.

Designed for: Airfix kit

Material: R, PE

Price Guide: £9.10

**1:48 4319****E.E. Lightning F Mk 2/6 Wheel Bays**

In this set you get a new nose wheel bay cast integrally with the intake shock cone mount plus new detailed main wheel bays and a set of replacement doors.

Designed for: Airfix kit

Material: R

Price Guide: £7.25

1:48 4320**E.E. Lightning F Mk 2/6 Cockpit Set**

Approached in the usual manner, this new cockpit comprises the detailed 'tub' with separate sidewalls, control column, ejection seat and instrument panel/upper decking, all in resin. Smaller details like the instrument panel fascia, seat belts, rudder pedals and ejection seat firing handle are all photo-etched.

Designed for: Airfix kit

Material: R, PE

Price Guide: £7.25

**Seamless Suckers, USA / Available from manufacturer**

With their excellent name, you will not be surprised to hear that this American firm produce replacement jet intakes.

**1:32 2059****A-7D Corsair Electronics Bay**

Similar to the A-7E set (#2058) we reviewed last month, this set gives you highly detailed electronics bays that act as replacements for the kit parts.

Designed for: Trumpeter kit

Material: R

Price Guide: £7.25

**1:32 2056****F-16C Wheel Bays**

Phew, this is a set of very highly detailed nose and main wheel bays to replace these areas in the kit. And when we say highly detailed, we are not kidding!

Designed for: Academy kit

Material: R

Price Guide: £12.70

**1:48 SS-28****Boeing/McDD F/A-18E/F Intakes**

As it says, this is a replacement set of intakes for the new Hasegawa kit, moulded in one piece to get over the unsightly seam lines seen inside these areas provided in the kit parts. Just a little clean up of the pour, etc, will be needed before they can be used, but other than that they are direct replacement items.

Designed for: Hasegawa kit

Material: R

Price Guide: £TBA (\$10.00)

**1:32 SS-27****LTV A-7D/E Intake**

Once again this set gets over unsightly seams in the kit intake and exhaust by offering them as single-piece resin castings. In this instance the intake includes the 'lip' as well as the moulded detail for the nosewheel well seen on the original kit part.

Designed for: Trumpeter kit

Material: R

Price Guide: £TBA (\$20.00)

Verdict: As we expect, all of the above sets are excellent. The F-16 bays are absolutely stunning and will need some careful painting, while the sets for the Airfix Lightning are very welcome. The level of detail coupled with their quality means they are highly recommended to all, and our thanks to Aires for supplying the review samples.

Available from: www.aires.cz

Verdict: The whole range from this manufacturer is excellent; they are nicely made and fit well, from reports we have had, so they can be highly recommended to all USN fans who want to banish those unsightly seams from their models! Our thanks to Seamless Suckers for supplying the review samples.

Available from: Manufacturer

new releases - accessories

And more new items for the Scale Aircraft Modeller

Pavla Models, Czech Republic (www.pavlamodels.cz) / Available from Hannants (UK) and Squadron (USA)

Here is the latest bunch of updates from Pavla.



1:144 U144-01

RAF Ground Equipment Set WW2 Part I

This set comprises the 'ground' as a resin block, onto which you can put the trolley accumulator, working platform, oil drum and various crates supplied as separate parts. The warning signs are supplied as paper, but only printed on the instruction sheet to be cut out, so their quality is not that good.

Designed for: Various

Material: R

Price Guide: £9.60



1:72 C72051

Westland Wessex HU.5

This set offers a new resin cockpit interior complete with sidewalls, instrument panel, seats with moulded belts and the overhead console.

Designed for: Italeri or Revell kits

Material: R

Price Guide: £5.60



1:72 C72052

Bell OH-58D Cockpit Set

As with the Wessex set, this one offers a replacement cockpit interior complete with floor/bulkhead, instrument panel, seats with moulded belts and the overhead console.

Designed for: Italeri kit

Material: R

Price Guide: £7.50



1:72 C72053

BAC TSR.2 Cockpit Set

Thankfully this set not only updates the whole interior of the Airfix kit, but there are vac-formed replacement canopies to deal with that aspect as well.

Designed for: Airfix kit

Material: R, VF

Price Guide: £9.30



1:72 C72054

Handley-Page Halifax GR Mk II

Not just a cockpit set, this one includes the entire forward nose sections as replacement and highly detailed parts, plus you get the full two-tier cockpit area and vac-form clear plastic replacement canopy, side windows and nose blister.

Designed for: Matchbox/Revell kits

Material: R, VF

Price Guide: £18.60



1:72 S72041

Ejection Seats for TSR.2

This is a set of two Martin-Baker Mk 8A ejection seats complete with all the details and seat belts moulded onto them.

Designed for: Airfix kit

Material: R

Price Guide: £2.50



1:72 U72-72

Douglas B-26K Engine Set

This is another set to correct the deficient engines and cowls in the Italeri kit, and this one includes separate cowl gills in the open position and separate exhaust stacks.

Designed for: Italeri kit

Material: R

Price Guide: £5.60



1:72 U72-73

RATO Bottles for Seafire

This set offers two twin-RATO (Rocket-Assisted Take-Off) bottle units that are suitable for the Seafire, although they may also be usable with other aircraft types?

Designed for: Any Seafire kit

Material: R

Price Guide: £1.75



1:72 U72-74

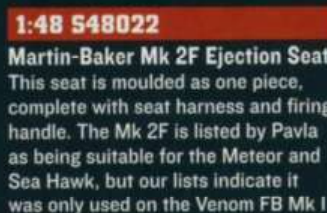
Wessex HAS.2

This set offers more detail parts for various components in the Italeri kit. There are no instructions as such, just a list of parts, but as there are no diagrams you will have to sort out what part replaces what before you start work!

Designed for: Italeri kit

Material: R

Price Guide: £TBA



1:48 S48022

Martin-Baker Mk 2F Ejection Seat

This seat is moulded as one piece, complete with seat harness and firing handle. The Mk 2F is listed by Pavla as being suitable for the Meteor and Sea Hawk, but our lists indicate it was only used on the Venom FB Mk I and FB Mk 4, as the Sea Hawk used the Mk 2D and the Meteor the Mk 2E, although they all look pretty similar!

Designed for: See review

Material: R

Price Guide: £1.75



1:48 U48-14

Control Surfaces F4U-5/7

This is a set of replacement ailerons, rudder and elevators plus tailplanes for the Hasegawa kit.

Designed for: Hasegawa/Revell kits

Material: R

Price Guide: £4.65



1:32 C32001

MiG-19P Cockpit Set

This set comprises the cockpit tub, sidewalls, seat, rear decking, control column and gunsight in resin plus a new two-part vac-formed replacement canopy. All the instrument dials that fit into the resin panel are supplied as acetate film images.

Designed for: Trumpeter kit

Material: R, VF

Price Guide: £18.60

Verdict: All of the above sets are good, being well cast with good levels of detail, and are certainly worth giving serious consideration. Please note that some sets have been primed grey by us to ease photography. Our thanks to Pavla Models for the review samples.

Available from: www.pavlamodels.cz

Plastic Model Club Montex, Poland [www.montex-mask.com] / Available from: SBX Models (UK) & Karaya (Poland)

This month sees another large batch of self-adhesive die-cut paint masks from this Polish manufacturer.

1:72 Mini Mask series

For this series you get one set of masks for the canopy and all other glazing, as well as masks for the wheels of the intended kit.

SM72I12 Focke-Wulf Fw 58C Weihe (Special Hobby)
 SM72I13 Sikorsky HH-53C (Fujimi)
 SM72I14 Mitsubishi Ki-46-II (Hasegawa)
 SM72I15 Kawanishi NIK2-J Shiden Kai (Aoshima)
 SM72I16 Focke-Wulf Ta 152H-1 (Aoshima)
 SM72I17 Vought SB2U-1/2 Vindicator (Special Hobby)
 SM72I18 Vultee Vengeance Mk I/II (Special Hobby)
 SM72I20 Reggiane Re.2000 (Special Hobby)
 SM72I21 Hawker Sea Hawk (Special Hobby)
 SM72I22 Boulton-Paul Defiant (MPM)
 SM72I23 Bristol Beaufort (Special Hobby)

1:48 Mini Mask series

In this larger scale you get masks for both the interior and exterior of the canopy, plus those for the wheels.

SM48238 Northrop P-61 Black Widow (Monogram/Revell)
 SM48240 Aichi B7A2 Grace (Hasegawa)
 SM48241 D.H. Mosquito B Mk IV (Tamiya)
 SM48245 Heinkel He 162A-2 (Tamiya)

1:48 Super Mask series

This series offers canopy (interior and exterior) and wheel masks plus a full set of masks to reproduce the colour schemes listed below, to replace those in the kit.

K48I06 Messerschmitt Bf 109K-4 (Hasegawa): 'Blue 8' of I./JG53 based at Echterningen in May 1945 and White 5' of NJG II in May 1945.
 L48I08 Gloster Gladiator (Roden): K6I40 of No.73 Sqn, RAF, 1938 and K7974 of No.87 Sqn, RAF, in 1938.
 K48I10 Hawker Hurricane Mk IIc (Hasegawa): '5319', GL-27 of No.II OTU, SAAF and Z3515, •U of No.126 Sqn based at Ta'Oali in 1941.
 K48I11 Westland Lysander Mk III (Gavia): LY-I18 of 2/LeLv.16, Finnish Air force in 1941 and V3484, AR•M of No.309 (Polish) Sqn, 1942.
 K48I13 Curtiss SB2C-4/4E Helldiver (Revell/Monogram): 'White 109' of VB-88 in 1945 and '114' of VB-150 on USS Lake Champlain in August 1945.
 K48I15 Nakajima Ki-84 Hayate (Hasegawa): 'Red 76' probably from 183rd Shimbu-tai, Special Attack Unit in 1945 and a machine of the 85th Hiko-Sentai based in Korea in 1944-45.
 K48I17 Messerschmitt Me 262A-2a (Tamiya): 9K•FB of I./KG51 'Edelweiss', flown by Lt Wilhelm Bastel based at Saaz in May 1945 and 'Black X' of I./KG51 based at Fassberg in 1945.
 K48I19 Kawasaki Ki-61-I Hien (Hasegawa): Ki-61-I Ko of the 68th Sentai based in New Guinea in August 1943 and a Ki-61-I Hei of the 244th Sentai based at Chofu, Japan in February 1945.

1:48 Maxi Mask series

This series offers canopy and wheel masks plus a full set of masks to replace the kit decal options.

MM48236 V.S. Spitfire Mk IX/XVI (Airfix #05113)
 MM48237 Supermarine Walrus (Classic Airframes #4105)
 MM48243 Boeing B-17G Flying Fortress (Monogram #5600)
 MM48244 Heinkel He 177A-5 (MPM #48058)

1:32 Mini Mask series

As with the 1:48 versions, in this scale this series offers masks for both the exterior and interior of the canopy and the wheel hubs.

SM32061 Douglas SBD-1/2 Dauntless (Trumpeter)

Venters Productions, USA [www.ventersaerospace.com] / Available from manufacturer

We featured the first product from this new American firm in Issue 17, well here is the latest release.

1:32 32002 Bf 109G-2 to K-4 Cockpit Interior

This highly detailed resin cockpit tub is a direct replacement for the kit parts and comprises 29 resin and four clear acetate components. The set gives the option of building the seat with or without the parachute pack in situ and even the pilot's flare pistol is included. The manufacturer also includes notes in the instructions of how to backdate this set to the F-series, should you wish to use it with the Aires F-series conversion.

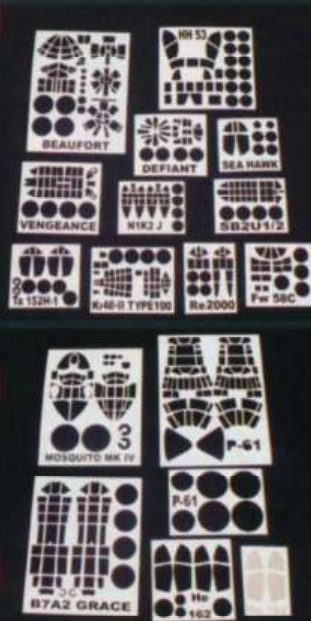
Designed for: Hasegawa kits

Material: R

Price Guide: £TBA (\$24.95)

Verdict: This is an excellent set, as the finesse of detail and quality of casting is first class. The inclusion of optional parts to allow the modeller to depict a Bf 109 at 'readiness' is an excellent one, as is designing the set to backdate to the F-series. It is therefore highly recommended to all Luftwaffe fans, and our thanks to Venters Productions for the review sample

Available from: www.ventersaerospace.com


1:32 Super Mask series

Again in this scale you get interior and exterior canopy masks, plus masks for the wheel hubs and for all the markings of the alternative colour schemes below.

K32097 Westland Lysander Mk III (Matchbox/Revell): V9323 a TT Mk III operated by the RCAF and V9817 another TT Mk III, this time operated by the USAAF in 1944.


1:24 Super Mask series

In this scale you get interior and exterior canopy masks, plus those for all the markings of the alternative colour schemes below.

K24024 Messerschmitt Bf 109K-4 (Trumpeter): '186' of III./JG27 or 'Black <' of KG(J) 6 based at Melnik, March 1945

Verdict: The Montex range goes from strength to strength and all of those featured above are extremely useful and very appealing. Modellers in the UK can obtain this range from SBX Model Shop, while all other orders can be fulfilled by Karaya in Poland. Our thanks to Plastic Model Club Montex for the review samples
Available from:
www.sbxmodelshop.co.uk or
www.karaya.coti.pl



new releases - accessories

Our final batch of new items this month...

PJ Productions, Belgium [www.pjproductions.net] / Available from Hannants (UK)

Known for their excellent resin kits, this Belgian manufacturer also offers some excellent accessories

**1:72 722005****Chevrolet Utility**

This is a neat little resin kit of the type of utility truck seen at many USAF bases throughout the world from the 1980s onwards. It is made almost entirely from resin, has a full interior and utilises vac-formed clear plastic for the windscreen and side windows.

Designed for: N/A**Material: R****Price Guide: £TBA****1:72 721204****Martin-Baker Mk 2H Ejection Seat**

This is a simple, well detailed ejection seat with all the belts moulded but the firing handle separate. The Mk 2H was fitted to the Hunter right the way through the series, including many of the export versions, but with the exception of those fitted with the Mk 3H (See right).

Designed for: PJ Production or Revell kits**Material: R****Price Guide: £2.15****1:72 721205****Martin-Baker Mk 3H Ejection Seat**

This is a simple, well-detailed ejection seat, once again with all the belts moulded and the firing handle separate. The Mk 3H was also fitted to the Hunter, including the RAF FGA.9 & FR.10 plus the FR.10 & F.73 (Oman), F.76 (Abu Dhabi), F.71 (Chile), F.59 (Iraq), F.58 (Switzerland) and FGA.9 (Zimbabwe).

Designed for: PJ Production or Revell kits**Material: R****Price Guide: £2.15****1:72 721206****Atar 9C 'Short Tail' Conversion**

This set allows you to convert the PJ Mirage IIC/BJ kit into the short-tailed Atar 9C powered version, as used by the IAF. It is a simple conversion comprising the exhaust pipe and extreme tip of the tail as resin and the feathers of the exhaust itself in photo-etched brass.

Designed for: PJ Productions kit**Material: R, PE****Price Guide: £4.99****1:48 4811118****NATO Pilot 1960s**

This is one of PJ's excellent crew figures depicting a seated NATO pilot with hands on stick and throttle, suitable attired right down to the Rayban sunglasses!

Designed for: N/A**Material: R****Price Guide: £4.50****1:32 321106****US Navy Pilot**

This is another of their excellent crew figures, this time depicting a modern USN pilot, seated and with hands on stick and throttle. The pose and style of clothing put it as being suitable for subjects from the 1990s.

Designed for: N/A**Material: R****Price Guide: £9.80**

Verdict: These are all excellent new products from PJ, well detailed and nicely produced. If the subjects interest you then they can be most highly recommended. Our thanks to PJ Productions for supplying the review samples.

Available from: www.pjproduction.net**MasterCasters, UK [www.mastercasters.co.uk] / Available from Cammelt Ltd (UK) & Victory Models (USA)**

Initially known for their excellent sponge sanding pads and cockpit detail sets (See Issues 5 & 11), this UK firm have now moved into producing resin replacement wheel sets, and so here are their first three releases.

**1:48 MST48004****Wellington Weighted Wheels**

This is a highly detailed set of 'weighted' main and tailwheels as direct replacements for the multi-part plastic and rubber units included in the Trumpeter kit.

Designed for: Trumpeter kit**Material: R****Price Guide: £3.95****1:32 MST32001****AGM2 Zero Weighted Wheels**

This is another set of highly detailed 'weighted' main and tailwheels that are offered as direct replacements for the multi-part plastic and rubber units included in the Tamiya kit. The hubs have had the correct bolt detail added to enhance them further.

Designed for: Tamiya kit**Material: R****Price Guide: £3.65****1:32 MST32003****SBD Dauntless Weighted Wheels**

This set of 'weighted' main wheels replace the plastic and rubber ones in the Trumpeter kit. The tyres feature circumferential tread patterns and the hubs have all the correct bolt detail etc.

Designed for: Trumpeter kit**Material: R****Price Guide: £3.65**

Verdict: This is an excellent start for this series, they are all beautifully detailed and cast and will look better than the rubber examples in the kits. They are highly recommended to all and our thanks to MasterCasters for the review sample. Next in this series will be wheels for the Trumpeter 1:48 Wyvern.

Available from:**www.mastercasters.co.uk**

new releases - **decals**

This month we have a nice mixed batch of subjects for a number of manufacturers.

AviPrint, Czech Republic [www.aviPrint.cz]

Available in the UK from: Hannants

I:72 72013 Thunderbolt Aces Memorial - Francis Gabreski

- P-47D-I, 42-7871, HV-A, 61st FS, 56th FG, September 1943 (OD/NG)
- P-47D-5, 42-8458, HV-F, 61st FS, 56th FG, used by Gabreski while HV-A underwent repairs, November 1943 (OD/NG)
- P-47D-II, 42-75510, HV-A, 61st FS, 56th FG, January 1944 (OD/NG)
- P-47D-II, 42-75510, HV-A, 61st FS, 56th FG, 27th March 1944 (OD/NG)
- P-47D-22, 42-25864 HV-A, 61st FS, 56th FG, May 1944 (NM)
- P-47D-25, 42-26418 HV-A, 61st FS, 56th FG, end of May 1944 (NM)
- P-47D-25, 42-26418, HV-A, 61st FS, 56th FG, June 1944 (OG/DG/NM)
- P-47D-25, 42-26418, HV-A, 61st FS, 56th FG, July 1944 (OG/DG/NM)

Colour Key: OD - Olive Drab, NG - Neutral Grey, OG - RAF Ocean Grey, DG - RAF Dark Green, NM - Natural Metal

Designed for: Tamiya or Academy kits

Price Guide: £6.99

I:48 48015 Thunderbolt Aces Memorial - Francis Gabreski

- P-47D-I, 42-7871, HV-A, 61st FS, 56th FG, September 1943 (OD/NG)
- P-47D-II, 42-75510, HV-A, 61st FS, 56th FG, 27th March 1944 (OD/NG)
- P-47D-25, 42-26418, HV-A, 61st FS, 56th FG, June 1944 (OG/DG/NM)
- P-47D-25, 42-26418, HV-A, 61st FS, 56th FG, July 1944 (OG/DG/NM)

Colour Key: OD - Olive Drab, NG - Neutral Grey, OG - RAF Ocean Grey, DG - RAF Dark Green, NM - Natural Metal

Designed for: Tamiya or Hasegawa kits

Price Guide: £6.99

Verdict: AviPrint decals are excellent, very thin with perfect register and colour density. This new batch is up to their usual high standards and can be recommended to all USAAF fans. Our thanks to AviPrint for the review samples.

BEST BUY 10/10

FOR: SEE REVIEWS

Vingtor Decals, Norway [www.vingtor.net/decals]

Available from: Hannants (UK), Meteor Productions (USA)

I:72 72-009 Northrop F-5 Freedom Fighter RNoAF 1966-1972

- F-5A(G)-30, 66-9209, MU-K, No.338 Sqn RNoAF, 1968 (A)
- F-5B(G)-20, 66-9241, AH-Y, No.332 Sqn RNoAF, 1968 (A)
- F-5A(G)-35, 67-21165 RI-R, No.334 Sqn RNoAF, 1971 (A)
- F-5B(G)-15, 65-10594, AH-Z, No.332 Sqn RNoAF, 1968 (A)
- F-5B(G)-20, 66-9241, AH-Y, No.332 Sqn RNoAF, 1968 (A)
- F-5A(G)-30, 66-7130, RI-H, No.334 Sqn RNoAF, 1968 (A)
- F-5A(G)-20, 54-13368, PX-T, No.336 Sqn RNoAF, 1971 (A)
- F-5A(G)-40, 68-10498, AZ-6, No.717 Sqn RNoAF, 1971 (A)
- F-5A(G)-30, 66-9225, MU-N, No.338 Sqn RNoAF, 1969 (A)
- F-5A(G)-35, 67-14896, DP-C, No.718 Sqn, RNoAF 1971 (A)

Colour Key: A - Aluminium

Designed for: Esci/Ertl kit

Price Guide: £11.15

I:48 48-007 Northrop F-5 Freedom Fighter RNoAF 1966-1972

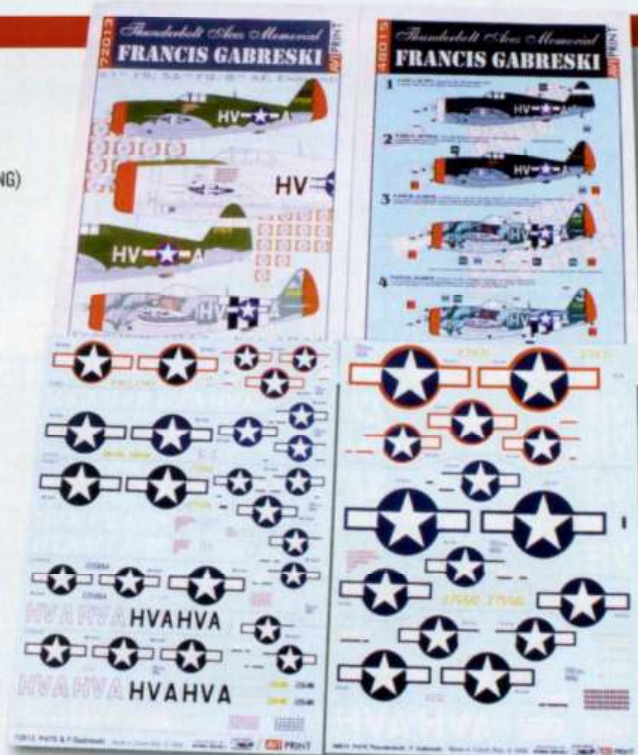
- F-5A(G)-30, 66-9209, MU-K, No.338 Sqn RNoAF, 1968 (A)
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- F-5A(G)-35, 67-21165 RI-R, No.334 Sqn RNoAF, 1971 (A)
- F-5B(G)-15, 65-10594, AH-Z, No.332 Sqn RNoAF, 1968 (A)
- F-5B(G)-20, 66-9241, AH-Y, No.332 Sqn RNoAF, 1968 (A)
- F-5A(G)-30, 66-7130, RI-H, No.334 Sqn RNoAF, 1968 (A)
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- F-5A(G)-40, 68-10498, AZ-6, No.717 Sqn RNoAF, 1971 (A)
- F-5A(G)-30, 66-9225, MU-N, No.338 Sqn RNoAF, 1969 (A)
- F-5A(G)-35, 67-14896, DP-C, No.718 Sqn, RNoAF 1971 (A)

Colour Key: A - Aluminium

Designed for: Classic Airframes kit

Price Guide: £12.20

Verdict: These are excellent sheets, with a mass of individual markings as well as two complete sets of stencils (one with and one without the silver backing). The instructions contain a mass of historical and modelling information and they can therefore be highly recommended to all F-5 or RNoAF fans. Our thanks to Vingtor Decals for the review samples.


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new releases - decals

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

Available from: Hannants (UK)

I:48 48-016 Messerschmitt Me 109 Part 2

- Bf 109G-6, 'White 1' flown by Hptm E. Hartmann, 7/JG52, Hungary, March 1945 (RLM 74/75/76)
- Bf 109E-1, 'Black 13' of 2/JG77 based at Marquise, France in the later summer of 1940 (RLM 74/75/76)
- Bf 109F-2, 'White 9', flown by Oblt Hans Philipp of 4/JG54 based at Staraja, Russia in October 1941 (RLM 02/74/75/76)
- Bf 109G-6/R2, 'White 15', flown by Fhj-Uffz. Otto Leisner of 1/JG300 at Bad Worishofen, Germany in July/August 1944 (RLM 74/75/76)

Colour Key: RLM 02 - Graugrün, RLM 74 - Graugrün, RLM 75 - Grauviolett, RLM 76 - Lichtblau

Designed for: Tamiya (Bf 109E) & Hasegawa (Bf 109F/G) kits

Price Guide: £9.50 (¥1400)

I:48 48-017 Messerschmitt Me 109 Part 3

- Bf 109G-6/AS, 'White 10' of 10(N) Moskito/JG300 based at Jüterbog, Germany in October/November 1944 (RLM 74/75/76)
- Bf 109E, 'Black A', flown by Oblt Hasselmann, the Geschwader Adjutant of JG 26, based at Audembert, France in the summer of 1940 (RLM 02/71/65)
- Bf 109G-2/Trop, '<<<', flown by Hptm Heinz Bär, the Kommandeur of 1/JG77 based at Comiso, Italy in the summer of 1942 (RLM 74/75/76)
- Bf 109G-5/AS, W/Nr.110064, '<<<', flown by Maj. Günther Specht, the Kommandeur of 11/JGII based at Wunstorf, Germany in April 1944 (RLM 74/75/76)

Colour Key: RLM 02 - Graugrün, RLM 65 - Hellblau, RLM 71 - Dunkelgrün, RLM 74 - Graugrün, RLM 75 - Grauviolett, RLM 76 - Lichtblau

Designed for: Tamiya (Bf 109E) & Hasegawa (Bf 109F/G) kits

Price Guide: £9.50 (¥1400)

Verdict: This is another couple of excellent sheets from Lifelike. The colour instructions have comprehensive notes and when the manufacturer has assumed something, due mainly to a lack of photographic evidence, they say so. They are both highly recommended to all Luftwaffe fans, and our thanks to Lifelike Decals for the review samples.



BEST BUY 10/10

FOR: SEE REVIEWS

Isradecal, Israel (www.isradecal.com)

Available from: Hannants (UK), Twobobs (USA), AirDOC (Germany)

I:72 IAF-55 IAF F-16I Sufa & Singapore F-16D

- F-16I, No.456, The Negev Squadron, November 2005 (T/G/S/LCG)
- F-16I, No.421, The Negev Squadron, May 2006 (T/G/S/LCG)
- F-16I, No.499, Bat Squadron, April 2006 (T/G/S/LCG)
- F-16I, No.494, Bat Squadron, April 2006 (T/G/S/LCG)
- F-16I, No.107, Knights of the Orange Tail Squadron, July 2006 (T/G/S/LCG)
- F-16I, No.803, Knights of the Orange Tail Squadron, July 2006 (T/G/S/LCG)
- F-16D Block 52, No.872, No.145 Squadron, Republic of Singapore Air Force, 2005 (GG/NG/LCG)

Colour Key: T - Tan (FS30219), G - Green (FS34424), S - Sand (FS3531), LCG - Light Compass Grey (FS36375), GG - Gunship Grey (FS36118), NG - Neutral Grey (FS36270)

Designed for: Hasegawa kit

Price Guide: £12.99

I:48 IAF-54 IAF F-16I Sufa & Singapore F-16D

This sheet offers the same seven options seen in I:72 on sheet #IAF-55 listed above.

Designed for: Hasegawa kit

Price Guide: £12.99



Verdict: With these products Isradecal have gone away from the 'norm' and supplied the instructions plus 100 walk-around images and 800x600 and 1024/768 resolution images for 'wallpaper' on a CD. The latter two are fine, and best supplied in this format, but the former thus requires the modeller to have both computer and printer to print out the instructions (no-one will view the image on-screen while applying the decals, as electrical equipment + water/decals = disaster!), they will also need to have Adobe Acrobat to view the file. OK, so many of you will have these, but not all will, so inclusion of professionally printed full-colour instructions as well would, we feel, make the product more universally user-friendly. Other than that each sheet is stunning, with the decals printed by Cartograf and complete with a full set of stencils. Overall these sheets are recommended and our thanks go to Isradecal for supplying them to us for review.

BEST BUY 8/10

FOR: SEE REVIEWS

Eduard, Czech Republic (www.eduard.com)

Available from: Hannants & LSA Models (UK)

I:48 D48004 Top Lozenge

This sheet offers four (190mm x 30mm) strips of four-colour lozenge suitable for the upper surfaces of German aircraft in WWI.

Designed for: Any suitable kit

Price Guide: £3.70

I:48 D48005 Bottom Lozenge

This sheet also offers four (190mm x 30mm) strips of four-colour lozenge, this time in the colours applicable to the lower surfaces of WWI German aircraft.

Designed for: Any suitable kit

Price Guide: £3.70

Verdict: Decals of lozenge fabric seem to come and go in our hobby, so having these readily available separately from a kit will be most welcome by many WWI modellers. They are both highly recommended, and our thanks to Eduard for the review samples.



BEST BUY 10/10

FOR: SEE REVIEWS

special hobby



Fairey Fulmar Mk.I
1/48



Fw 189A-1 Night Fighter
1/72



Reggiane Re 2003 "1. prototipo"
1/72



Baltimore Mk.V "1/18 Picardie"
1/72



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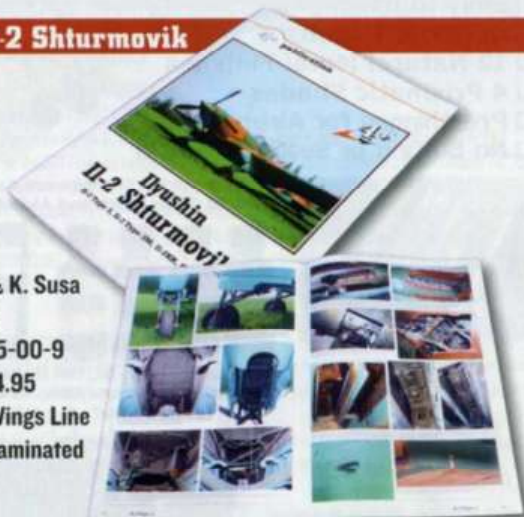
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Ilyushin Il-2 Shturmovik

by M. Ovcacik & K. Susa
4+ Publications
ISBN: 80-87045-00-9
Price Guide: £14.95
• World War II Wings Line
• 40-page, A4, laminated card cover
• English



+ This series should need no introduction, as it has set the standard for detailed aircraft monographs for many years now. Initially 4+ focused on Russian types, then started to expand into British subjects but has now come back to look at one of the most famous Russian types of all time. The first three pages contain the narrative history, complete with technical specifications etc. The remainder of the title is photographic and with the airframe depicted on the cover having recently been restored at Prague-Kbely museum, it is no surprise to find that most of the extensive selection of walk-around images are of this machine. The coverage is extensive, and should leave you in no doubt as to how the Il-2 was built and equipped. There are a couple of pages of colour artwork dotted about (including one in spurious RAF markings) and there is a set of excellent 1:72 scale plans as a fold-out section. As usual there are good sections at the rear of the title that deal with the armament and equipment used by the type.

Verdict: A few years back we went through a spate of Il-2 kits being released in about every scale, so the release of this title is a very welcome one for those of you either interested in VVS operations and equipment or those with an Il-2 kit to build. Whichever is the case, this title is highly recommended.

RATING 10/10

SUPPLIED BY: THANKS TO MARK I LTD

Blackburn Buccaneer

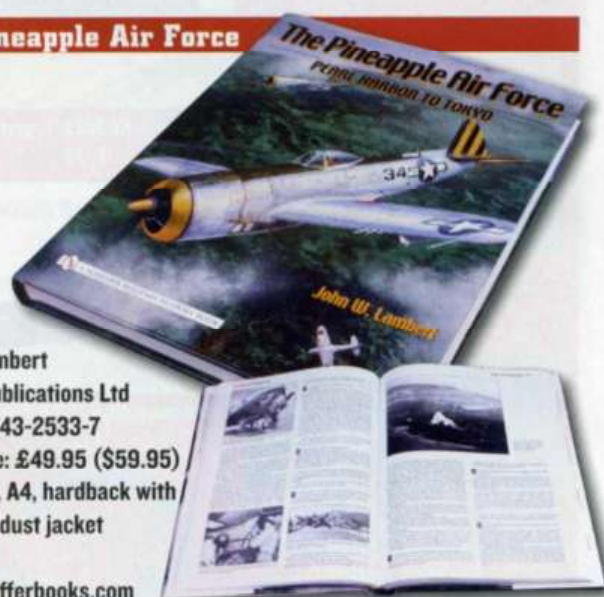
by K. Darling
The Crowood Press
ISBN: 1-86126-871-8
Price Guide: £29.95 (\$49.95)
• 190-page, A4, hardback with separate dust jacket
• English
• www.crowood.com

+ It has been a while since we have seen any new titles in the well-known Crowood Aviation Series, but here at last is their new title on the Buccaneer. The title is in the usual format for this series, with a good mix of images and diagrams throughout the main narrative. This narrative looks at the development of the NA.39 and its use by the Royal Navy, with good chapters describing it technically and what it was like to fly. Further development of the original S Mk 1 led to the S Mk 2, and this is covered with separate chapters on RAF and SAAF use. The last chapter is about service in the Gulf War and the type's final withdrawal from use. The appendices list Buccaneer units, crashes, production, preserved examples along with a good technical description.

Verdict: This is an excellent title, with lots of images, although colour is limited to just the centre eight pages. The inclusion of lots of diagrams from the flight manual makes it ideal for the modeller and we can highly recommend it without hesitation.

The Pineapple Air Force

by J.W. Lambert
Schiffer Publications Ltd
ISBN: 0-7643-2533-7
Price Guide: £49.95 (\$59.95)
• 214-page, A4, hardback with separate dust jacket
• English
• www.schifferbooks.com

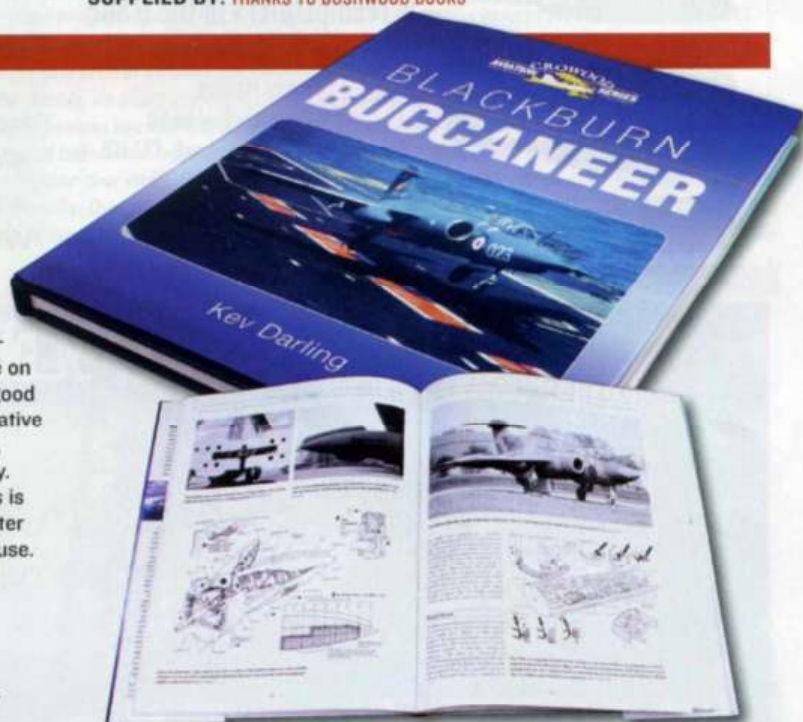


+ This title is purely historical, mixed with a large number of period images and it charts the immediate pre-war and wartime operations of the Hawaiian Air Force. Redesignated the 7th Air Force after action against the Japanese attack on Pearl Harbor on the 7th December 1941, the bomber elements went to the Pacific, but the fighter units were sent to defend Oahu from the perceived threat of Japanese bombing. This never came and the 7th AF started to believe it was being left to 'guard the pineapples', hence this book's title! Eventually they did get to see action: as American forces moved towards Japan they operated in the Marshals-Gilberts and Marianas, before undertaking attacks against Japan from Ie Shima and Iwo Jima.

Verdict: Packed with both historical and personal accounts from the wartime period, this title includes a mass of both official and personal photographs, so it is a wealth of information for both modeller and aviation enthusiast. It includes a few pages of colour and lots of images of nose art, etc, and with shots of things like P-39s and P-47s launching off carriers and P-61 and P-38s, this is a must for all USAF fans.

RATING 9/10

SUPPLIED BY: THANKS TO BUSHWOOD BOOKS



RATING 9/10

SUPPLIED BY: THANKS TO CROWOOD PRESS

De Havilland Mosquito Cz.1

by R. Gretzyngier & L. Musialkowski

AJ-Press

ISBN: 83-7237-178-4

Price Guide: £14.99

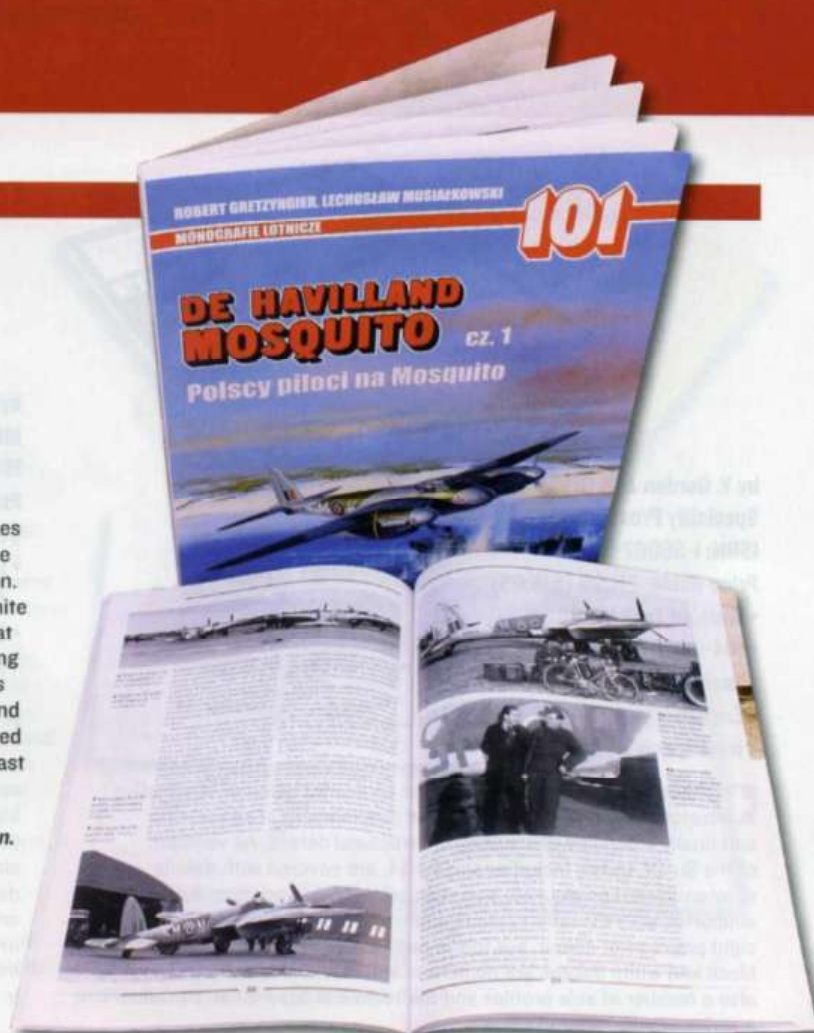
- Monografie Lotnicze 101
- 144-page, A4, laminated card cover
- Polish
- www.aj-press.com

+ This series should be well known to all and this latest addition takes a special look at Polish pilots flying the Mosquito during WWII. The coverage is therefore purely historical, with chapters for each squadron. These chapters are well illustrated with numerous period black and white photographs. The only down side to non-Polish speaking readers is that being a Monografie Lotnicze version, it is in Polish throughout, including all the photo captions. Being historical there are neither detail sections nor walk-around images, but there is a large selection of scale plans and colour profiles, with the former having a full set of 1:48 versions included in two large, separate, A1-sized foldout sheets. The profiles cover the last 16 pages and mainly cover the NF and FB versions.

Verdict: As always with AJ-Press titles this one is packed with information. For those not able to read Polish the potential use may seem limited, but the wealth of images and those scale plans and profiles still make it a worthwhile and useful addition to any Mosquito fans' collection.

RATING 8/10

SUPPLIED BY: THANKS TO AJ-PRESS



F-117 Nighthawk Stealth Fighter

by Y.D. Mailles & T.R. Landis

Speciality Press

ISBN: 1-58007-099-X

Price Guide: £11.99 (\$16.95)

- 180-page, landscape, laminated card cover
- English
- www.specialitypress.com

+ Entitled a 'photo scrapbook', this new title is a superb collection of images of the F-117 and related designs. The first 29 pages are a combination of narrative history and supporting images, charting the various programmes and development behind the F-117. The rest of the title is pure photographic, and in full colour from cover to cover. Just about every aspect of the type is covered, with good shots of all the test airframes and even things like the special schemes and the grey and 'metal' overall paint programmes, as well as the stars-and-bars decorated GBU-10 bomb!

Verdict: A great book, a real must for anyone with a F-117 kit to build and the sort of title we modellers just love, as it is packed full of so many useful photos.

RATING 10/10

SUPPLIED BY: THANKS TO IAN ALLAN LTD



Sea Eagles Volume 2

by C. Goss

Classic Publications (Ian Allan Ltd)

ISBN: 1-903223-56-3

Price Guide: £16.99 (UK), \$29.95 (USA)

- Luftwaffe Colours
- 96-page, 303mmx206mm, laminated card cover
- English
- www.ianallanpublishing.com

+ This the follow-on part to the first volume that we reviewed in Issue 8, and as with all others in this series it is intended to build into a volume covering all aspects of camouflage and markings for Luftwaffe operations during WWII. This series follows a standard format with the vast majority of the photos in black and white, but there are a few in colour. This volume covers anti-shipping operations in the 1942 to 1945 period and aircraft types featured include the Ju 88, He III, Fw 200, He 177 and Ju 188. A number of these aircraft types are also supplied as colour profiles.

Verdict: This is another instalment in this excellent series. If you are a Luftwaffe modeller then this series is well worth having and we can recommend this and all other titles in the series.

RATING 9/10

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Sukhoi Su-27 Flanker



by Y. Gordon & P. Davison

Speciality Press

ISBN: 1-58007-091-4

Price Guide: £11.99 (\$16.95)

- Warbird Tech Vol.42
- 104-page, landscape, laminated card cover
- English
- www.specialitypress.com



+ This series is well established and basically combines a narrative history with a detailed look at the development of all variants and finally a detailed description of structural details. All versions of the Su-27 series, including the Su-34, are covered with details of international production, overseas sales, trials and upgrades, all supported with a wealth of black and white images. Only the centre eight pages offer colour, but this is no great disadvantage as the black and white images are numerous and nice and clear. There are also a number of side profiles and the technical description contains a series of walk-around images.

Verdict: There have been lots of books on the Su-27 family to date - this new addition is by no means comprehensive, but it does offer a broad spectrum of information and images. It is ideal for the modeller and is therefore recommended.

RATING 8/10

SUPPLIED BY: THANKS TO IAN ALLAN LTD

Mikoyan & Guryevich MiG-1/MiG-3

by Massimo Tessitori

Mushroom Model Publications

ISBN: 83-89450-26-7

Price Guide: £12.99

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- 160-page, A5, laminated card cover
- English
- www.mmpbooks.biz

RATING 10/10

SUPPLIED BY: THANKS TO MUSHROOM MODEL PUBLICATIONS

+ This is the latest in Mushroom's series of books combining a mix of narrative with walk-around images and colour side profiles. In it we are back once again to a 40/60 split with just 74 pages being given over to the narrative history. This starts with a look at the origins of the MiG-1 and then goes to carefully chart the development and changes made as the series developed into the MiG-3. There are lots of period black and white images, plus diagrams and scale plans and you can see that much effort has been made in trying to give a comprehensive description of the various changes made to the airframe. This is followed, for a change, by 34 pages of colour profiles and these have been split to illustrate the development of the various schemes applied to the MiG-1 and MiG-3. The final section is mainly photographic, with just about every aspect of the airframe covered, and utilising many wartime images as well as those of the example recently restored in Russia by Avions. Readers in the UK and Europe can obtain a copy for £14.00 (inc. P&P) from the publisher, while those in the USA can find the range at MMD (Squadron) and in Australia from Platypus Publications.

Verdict: The MiG-3 is very well served nowadays in 1:32 and 1:48, and the new Hobby Boss one in 1:72 is pretty good as well, so this new title is very welcome and can be highly recommended to all VVS fans.

War Prizes - The Album



by P. Butler

Midland Publishing

ISBN: 1-85780-244-6

Price Guide: £18.99 (UK), \$34.95 (USA)

- 128-page, 280mmx215mm, laminated card cover
- English
- www.ianallanpublishing.com



+ Many may recall this author's excellent hardback book entitled War Prizes, published by Midland a number of years ago, well this new addition is a stunning array of period and modern images of Axis aircraft captured by the Allied forces during WWII. The images are nice and big, with only two or three per page, and they are split by nation, then in alphabetic order by manufacturer. You get German first, with a little side section dealing with post-war Russian developments from German designs, followed by Italian and finally Japanese. The final 20 pages are in colour and consist mainly of modern images of these machines in museums around the world, but there are a number of period colour images and some very nice ones of airframes in outside store for NASM in the 1960s and 1970s.

Verdict: A stunning title, a 'must' for all modellers who like captured and evaluated aircraft, but also one that has a lot to offer anyone interested in Axis aircraft. Many of the images have not been seen before, and as they show aircraft 'as found', they offer a superb insight into how these machines were painted and how they weathered. Seeing bits of He 177 in a scrapyard in the 1960s just wants to make you weep, though!

RATING 10/10

SUPPLIED BY: THANKS TO IAN ALLAN LTD



Battle Colors - Insignia & Aircraft Markings of the 8th AF in WWII Vol.II

by R.A. Watkins

Schiffer Publications Ltd

ISBN: 0-7643-2535-3

Price Guide: £36.50 (\$45.00)

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

• English

• www.schifferbooks.com

+ This is the second volume in the coverage of USAAF camouflage and markings of the 8th AF and this volume looks specifically at the fighter units. It is not really narrative, or historical, other than the way in which it charts the colours applied to and markings carried by this particular element of the USAAF. The main text is broken down into nine main chapters and these are a general introduction to the whole subject, then P-51 and P-47 nose art indexes, followed by a detailed look at the fighter groups, scouting units, reconnaissance units, special operations units and finally a detailed series of charts and maps for all the 8th AF Fighter Command units. Each of these comprises an introductory page with details of the unit, its bases, operational period etc, followed by its main campaigns and then a couple of pages with two-view profiles of a specific aircraft of that unit with a detailed narrative about it and its camouflage and markings. The appendices include a full breakdown of the 8th AF organisation and deployment in diagrammatic form, a list of abbreviations and a good bibliography.

Verdict: This is quite an unusual title, more so in its style than contents. The material is certainly easy to absorb and there is a lot of information in there. It is one that we can highly recommend to all USAAF modellers, as it will certainly become a much-used and very useful reference source.



RATING 10/10

SUPPLIED BY: THANKS TO BUSHWOOD BOOKS

Le Bloch 174

by Jacques Moulin

Lela Presse

ISBN: 2-91407-34-0

Price Guide: 42.00

• Collection Profils Avions No.10

• 240-page, A4, hardback with bound cover

• French

• www.avions-bateaux.com

+ Those of you who know the Lela Presse range will recognise this type of profile from them. It is a very detailed historical and technical assessment of the type, as well as all its derivatives. In this edition you get both the Bloch 174 and 175 series, with 231 photos and 26 colour profiles to back up the text. This is French throughout, but regardless of whether you can read this or not, the sheer volume of images and diagrams makes it ideal for the modeller. Just about every aspect of the 174 and 175 is covered, with photos of the interior, engine and all other equipment. The images showing machines in service are extensive as well, with just about every unit and/or location of operation covered.

Verdict: This is a 'must' for any French Air Force fan and with the type already kitted in 1:72 by Heller and 1:48 by Battleaxe many years ago, and with another due from Azur in the future, there is potential to put all this lovely information to use.

RATING 9/10

SUPPLIED BY: LELA PRESSE



Walter Nowotny - An Illustrated Biography

by W. Held

Schiffer Publications Ltd

ISBN: 0-7643-2527-2

Price Guide: £36.50 (\$45.00)

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

• English

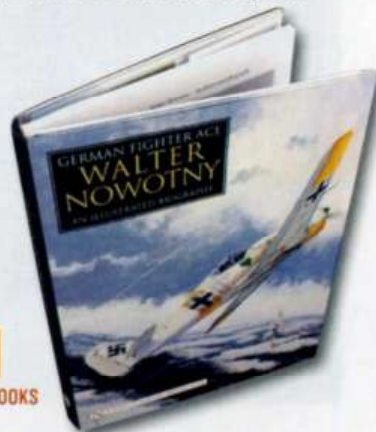
• www.schifferbooks.com

+ As the title suggests, this is purely a photographic biography of this Luftwaffe Ace. It goes right from his early days at school, through flight training and into his service with the Luftwaffe, ending with his untimely death while flying a Me 262 on the 8th November 1944. The book is packed full of photographs, most of them reproduced large on each page, and many of them not that well known. Both the Bf 109 and Fw 190 are most prominent in this coverage, with excellent images of the latter during winter on the Eastern Front. The title has limited narrative, which is mainly restricted to the chapter introductions and the photo captions, and being translated from German the text is a little disjointed simply because of the manner in which the author has phrased most of this text.

Verdict: This is certainly a title that many Luftwaffe modellers will want to add to their collection, as all those photographs offer so much information.

RATING 8/10

SUPPLIED BY: THANKS TO BUSHWOOD BOOKS



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

News - Just Released

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

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
A-Model	1:144	1415	IM	Grumman HU-16E	£10.25	RT
Classic Airframes	1:48	4118	IM/R	Avro Anson Mk I 'Late Version'	£37.50	RT
Classic Airframes	1:48	4119	IM/R	Avro Anson Mk I 'Export, Late Version'	£37.50	RT
Classic Airframes	1:48	4130	IM/R	Martin B-57B Canberra	£39.95	RT
Eduard	1:48	1126	IM/PE	Yak-1b [Ex-Accurate Miniatures]	£21.60	RE
Eduard	1:48	8174	IM/PE	Focke-Wulf Fw 190A-5	£21.60	RT
Hasegawa	1:72	00820	IM	McDD F-4F 'JG72 Westfalen Special 2001'	£17.99	RE
Hasegawa	1:72	00821	IM	MiG-29 Fulcrum 'German Special'	£13.99	RE
Hasegawa	1:72	00823	IM	McDD RF-4E Phantom II 'IAF'	£17.99	RE
Hasegawa	1:72	00824	IM	Grumman S2F-I Tracker 'US Navy'	£13.99	RE
Hasegawa	1:72	00825	IM	McDD AH-64A Apache 'Iraqi Freedom'	£8.99	RE
Hasegawa	1:72	00826	IM	McDD F/A-18C Hornet 'VFA-97 Warhawks'	£13.99	RE
Hasegawa	1:72	00827	IM	Boeing/McDD F-18F 'VFA-102 Diamondbacks'	£13.99	RE
Hasegawa	1:72	00831	IM	Grumman F-14D Tomcat 'VF-31 Tomcatters'	£19.99	RE
Hasegawa	1:48	09709	IM	McDD F-4J Phantom II 'Colourful USMC'	£25.99	RE
Hasegawa	1:48	09710	IM	Douglas A-4M Skyhawk 'VMA-311 Tomcats'	£17.99	RE
Hasegawa	1:48	09711	IM	Nakajima Ki-44-II '85th Flying Regiment'	£16.99	RE
Hasegawa	1:48	09712	IM	Lockheed CF-104 Starfighter 'Tiger Meet'	£17.99	RE
Hasegawa	1:48	09713	IM	Boeing/McDD F/A-18E 'VFA-14 Top Hatters'	£32.99	RE
Hasegawa	1:48	09714	IM	McDD F-4F Phantom II 'JG74 Molders'	£25.99	RE
Hasegawa	1:48	09716	IM	Republic P-47D Razorback 'Rescue Squadron'	£17.99	RE
Hasegawa	1:48	09717	IM	Nakajima B5N2 Type 97 (Kate)	£16.99	RE
Hasegawa	1:48	09719	IM	Grumman F-14D 'VF-2 Last Cruise'	£32.99	RE
Karaya	1:48	48007	R/PE	DFW C.V	£44.50	NT
Karaya	1:48	48010	R/PE	DFW C.V (First production batch)	£44.50	NT
Kora	1:72	7297	R/PE	Sparmann SIA/PI Jagaren	£27.50	NT
Mirage Hobby	1:48	81305	IM/PE	PZL P.23B '1939'	£31.50	NT
MPM	1:72	72534	IM	Gloster Meteor FR Mk 9	£15.50	NT
Omega Models	1:72	72120	R/PE	Morane-Saulnier Type L	£38.50	NT
Omega Models	1:72	72151	R/PE	Tairov Ta-3 (OKO-6)	£45.99	NT
Omega Models	1:72	72257	R/PE	Tatra T-126 (Avro 626)	£38.40	RT
Omega Models	1:72	72264	R/PE	Mikoyan Ye-2A	£45.99	NT
Omega Models	1:72	72278	R/PE	Pfalz A.I	£38.40	NT
Omega Models	1:72	72284	R/PE	Bristol Bulldog TM	£34.40	RT
Omega Models	1:72	72287	R/PE	R.E.P.N.	£34.40	NT
Omega Models	1:72	72283	R/PE	Thulin D	£34.40	NT
Omega Models	1:48	48028	R/PE	Hansa Brandenburg CC Triplane	£57.30	NT
Omega Models	1:32	32003	R/PE	Mosca MB bis	£76.50	NT
Pavla	1:72	72056	IM/R	Grumman J2F-5 Duck	£21.70	NT
Pro-Resin	1:72	7226	R/PE	Boulton Paul P.IIIA	£21.99	NT
Pro-Resin	1:72	7227	R/PE	Boulton Paul P.I2I	£21.99	NT
Pro-Resin	1:72	7228	R/PE	Avro 707A	£21.99	NT
Pro-Resin	1:72	7229	R/PE	Avro 707B	£21.99	NT
Revell	1:72	04485	IM	Eurocopter 'Tiger' UHT/HAP	£6.99	NT
Revell	1:72	04602	IM	C-160 Transall	£19.99	NT
Revell	1:48	04520	IM	North American B-25J Mitchell 'JAF' [Ex-Monogram]	£19.99	RE
RS Models	1:72	9219	IM	Tachikawa Ki-94-II Prototype	£19.59	NT
RS Models	1:72	9220	IM	Tachikawa Ki-94-II	£19.50	NT
RVHP	1:72	7164	R/PE	Beechcraft B200 Super King Air Air Ambulance	£45.99	RT
Special Hobby	1:48	48045	IM/R/PE	Fairey Albacore Mk I	£30.50	NT
Special Hobby	1:48	48049	IM/R/PE	Goodyear F2G-1/2 Super Corsair	£20.99	NT
Special Hobby	1:72	72112	IM/R/PE	Lockheed C-60 Lodestar	£17.70	NT
Special Hobby	1:72	72133	IM/R/PE	Brewster F2A-2 Buffalo 'Yellow Wing'	£11.25	RT
Sram	1:144	052	R/PE	Breguet Bre.14	£15.30	NT
Trumpeter	1:72	01630	IM	Fairey Gannet T Mk 2	£12.99	RT
Trumpeter	1:48	02823	IM/PE	Vickers Wellington Mk III	£49.99	RT
Trumpeter	1:32	02225	IM/PE	Grumman F4F-3 Wildcat (Late version)	£29.99	RT



Classic Airframes #4118 Anson



Eduard #08174 Fw 190A-5



Hasegawa #09711 Ki-44-II



Mirage #81305 PZL P-23A



MPM #72534 Meteor FR Mk 9



Pro-Resin #7228 Avro 707A



RS Models #92019 Ki-94-II



Trumpeter #01630 Gannet T Mk 2

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

News - Coming Soon

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

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
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
AML	1:72	72035	IM/R	Avia S-199 'Sakeen'	£TBA	NT
A-Model	1:72	72003	R/IM	Antonov An-22 'Late Version'	£200.50	NT Ltd Ed
Azur	1:72	A067	IM/R	Martin Baltimore Mk V 'I/18 Picardie'	£TBA	RE
Dragon	1:32	3201	IM	N.A. P-51D Mustang	¥4200	NT
Eduard	1:144	4421	IM	Messerschmitt Me 262B 'Dual Combo'	\$9.95	NT February 2007
Eduard	1:144	4422	IM	Messerschmitt Me 262A 'Dual Combo'	\$9.95	NT March 2007
Eduard	1:72	TBA	IM/PE	SPAD XIII [Early version] 'Dual Combo'	£TBA	NT February 2007
Eduard	1:72	TBA	IM/PE	Nieuport Ni.17 'Dual Combo'	£TBA	NT April 2007
Eduard	1:48	8173	IM/PE	Focke-Wulf Fw 190A-8	\$39.95	RE January 2007
Eduard	1:48	TBA	IM/PE	Avia B-534	£TBA	RE February 2007
Eduard	1:48	8165	IM/PE	Ilyushin Il-2m Shturmovik	\$49.95	RE ex-Accurate Miniatures
Eduard	1:48	TBA	IM	Roland C.II 'Weekend Series'	£TBA	RE February 2007
Eduard	1:48	TBA	IM	Nieuport Ni.16 'Weekend Series'	£TBA	RE February 2007
Eduard	1:48	R0004	IM/PE	Focke-Wulf Fw 190A-8 'Royal Class'	\$165.00	RE March 2007
Eduard	1:48	TBA	IM/PE	Polikarpov I-16 Type 10 'Dual Combo'	£TBA	RE April 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	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
MPM	1:72	72544	IM/R	Fokker D.XXI 'Danish Version'	£TBA	RT Jan 2007
MPM	1:48	48056	IM/R	Fairley Fulmar Mk I	£TBA	RT Jan 2007
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	04306	IM	Heinkel He 177A-6 Greif & 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	1:32	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	D.H.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
Tamiya	1:48	61098	IM	Lockheed-Martin F-16CJ [Black 50]	¥3800	NT Feb 2007
Trumpeter	1:72	01621	IM	Boeing-Vertol CH-47A Chinook	£TBA	NT Due 2007
Trumpeter	1:72	01622	IM	Boeing-Vertol CH-47D Chinook	£TBA	NT Due 2007
Trumpeter	1:72	01626	IM	Vickers Wellington Mk Ic	£TBA	NT Due 2007
Trumpeter	1:72	01627	IM	Vickers Wellington Mk III	£TBA	NT Due 2007
Trumpeter	1:72	01628	IM	Vickers Wellington Mk X	£TBA	NT Due 2007
Trumpeter	1:72	01631	IM	Hawker Sea Fury FB Mk II	£TBA	NT Due 2007
Trumpeter	1:48	02826	IM	Hawker Sea Hawk FGA Mk 6	£TBA	NT Due 2007
Trumpeter	1:48	02827	IM	Hawker Sea Hawk Mk 100/101	£TBA	NT Due 2007
Trumpeter	1:48	02832	IM	Grumman F9F-2 Panther	£TBA	NT Due 2007
Trumpeter	1:48	02833	IM	Grumman F9F-2P Panther	£TBA	NT Due 2007
Trumpeter	1:48	02834	IM	Grumman F9F-3 Panther	£TBA	NT Due 2007



AML #72035 Avia S-199



Eduard #4421 Me 262B



Eduard #8165 Ilyushin Il-2



Hasegawa #00838 RF-4E 'AG51'



Hasegawa #00839 B-25J 'Foreign AF'



Hasegawa #09736 F/A-18E 'Low Vis'



MPM #48056 Fairley Fulmar Mk I



Revell #04351 Jaguar GR Mk I



Trumpeter #02826 Sea Hawk FGA.6

contacts

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.

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

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www.pavlamodels.cz

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Email: pjproduction@pjproduction.net
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events diary

Events of note throughout 2007



February 4th
Milton Keynes Modelcraft 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.

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.ipms-roscoturner.org.

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.

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 1st
10th Abingdon IPMS Model Show at Larkmead School, Faringdon Road, Abingdon, Oxfordshire. For more details contact Simon on 07920 875480 or Alan on 07766 691207.

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).

COMS CENTRAL ONTARIO MODEL SHOW

April 29th
COMS I, Warrant Sgt. Mess, 130 Craftsman Rd., Canadian Forces Base Borden. For more details go to www.coms2007.com or contact Steven Crane at coms@vianet.ca, Tel: (705) 734-9182.

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 6th
4th Modellbaufreunde Siegen Model Show at Festhalle, Wilnsdorf, Germany. For more information email info@Modellbaufreunde-Siegen.de or visit www.Modellbaufreunde-Siegen.de.



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 (wellzy_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).

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.



CORSAIR COLOURS

Dear Ed,

Just after a bit of practical advice here, I've come by a Revell F4U-ID and I was hoping you could point me in the right direction as to the correct paint for the 1943 "Jolly Rogers" three-colour scheme. I'd appreciate it if you could tell me which Tamiya or Vallejo products best suit this subject.

All the best and my continued thanks for continuing your quest to include all of us in your mag. Keep up the good work.
Steve Devlin

Ed Says: The three-colour scheme you mention would be Sea Blue (ANA 607/FS35042) and Intermediate Blue (ANA 608) over Non-Specular White (FS 37875). In the Tamiya range XF-17 is a fairly close match for Sea Blue, XF-18 for Intermediate Blue and XF-2 for Non-Specular White. In the Vallejo Air series we can find no match for Sea Blue, 005 is Intermediate Blue and you can use any matt white for Non-Specular White. Alternatively you can use Xtracrylix, as they do all these colours, with XAI121 for Sea Blue, XAI125 for Intermediate Blue and XAI141 for Non-Specular White

OMEGA MODELS?

Hello. I live in the USA and I would like to order a kit from Omega Models in the Czech Republic, but I haven't been able to locate any contact or order info for the company. Do you know how I should go about ordering a kit from them? Thanks.

Greg Kozak

Ed Says: I have had a look around and there are a few sites in Europe that stock the range, plus you can obtain the range in the UK from Hannants (www.hannants.co.uk). I am not aware of any stockist in the US, so if anyone else out there does, please let us know.

PANEL LINES

I'm having problems making the panel lines stand out on several current projects. Can you please advise as to the best way to go about creating this effect. I've been using both enamel and acrylic paints and what I believe to be water paints for the wash, but the lines are not standing out, please advise.

Regards
Andy Hubbard

Ed Says: This is a pretty big subject as there are a number of ways of highlighting panel lines. Going by your comments I suspect that the problem you are encountering is with regard to an even 'flow' of the paint into the panel lines. If you highlight you need to substantially thin the colour, be it enamel, acrylic, water-colour or ink, then you need to ensure that the model has had an overall coat of gloss varnish first which has dried fully for a couple of days (do not apply washes etc to a matt surface, it just darkens everything). The colour should be applied with a brush and allowed to flow along the panel lines, then left to dry for 20-30 minutes. You can then carefully remove the excess with a cloth moistened in a suitable thinner (one that matches the paint used). This is the most difficult stage as if you are heavy-handed you will



Letter of the Month

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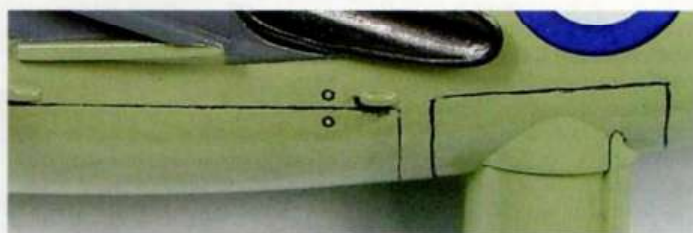
JOHNSON'S KLEAR

Congratulations on an excellent publication. In your kit build articles many of your authors finish their aircraft prior to decaling with Johnson's Klear (Future). As this product is unavailable in Brisbane, Australia what alternative finish would you recommend?

Regards

Terry Troeson

Ed Says: Johnson's Klear, or Future as it is in the USA, has been sold in Australia under a number of brand names. These include Stride Right, Super Stride, Shine Magic and Super Shine. By about 2002 the Australian distributor of S.C. Johnson's products discontinued all of them, but apparently you may be able to obtain an alternative in the shape of Pledge One Go. Australian modellers have also identified Pascoe's Long Life as being similar and this was originally marketed under the name Rekkitt's, so you may find it on sale under this brand in certain areas. Likely outlets in Australia include Bunnings, Coles Supermarkets, Newmart, Supa Valu and Woolworths. You may also be able to obtain Johnson's Wipe and Shine, as this is the same product as sold in the Far East.



wipe all the colour out of the panel lines as well. I find that using CMK Stardust weathering pigment, mixed with water to a sludge, applied to the panel lines in a fairly heavy manner then left to dry fully, can be removed far easier with a cotton bud dipped in water, and you get the added bonus that the deposit in the panel lines is far more resistant because it has been left to dry fully.

BEAUFORT DOMAIN

Ed Says: We recently received a phone call in the office from a gentleman called Cliff, asking about the web domain quoted by Rev. John McIlmurray in his build of the Special Hobby Beaufort in Issue 15. Sadly the email address supplied by this gentleman was incorrect in some way and our reply bounced back, so if you are reading this, and for all our readership in general, the correct domain should have been www.beaufortrestoration.com.au/. John just forgot the 'com.au/' bit! Apologies to all for this slight oversight.



next issue

So, what have we planned for next month's edition? On Sale 22nd February 2007

 **Fork-tailed Devil**
Steve A. Evans builds
Trumpeter's new 1:48
Wyvern S.4



 **Classic Canberra**
Geoff Coughlin builds the
Classic Airframes 1:48
Canberra as a TT Mk 18



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Richard J. Caruana
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 **Ah, Condor!**
Jamie Haggo builds the new
1:72 Fw 200 from Revell

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THE NEXT ISSUE OF MODEL AIRPLANE INTERNATIONAL IS ON SALE 22nd FEBRUARY 2007

last word

CRISIS MANAGEMENT

We are our own worst critics, but sometimes it seems that there are other 'forces' at work in the modelroom, and they are rarely very positive!

Crisis management is probably the best way to describe my modelling. I have always said that I reach a point in a project when the 'Franks Factor' takes effect and the whole thing goes pear-shaped! I am sure that there are many of you out there who can sympathise with me on this, but it does get me down at times. Take the Wellington, for instance, that I did for Issue 17, which was done to a deadline and I have to admit that at times it nearly hit the wall. I enjoy my hobby nowadays more than ever, with time to actually go into my workroom of an evening and work on projects. The problem is that when it is just 'your project' it does not matter if you reach a point where you no longer want to do anything on it, as you can put it to one side and come back to it later. The problem with an item for print,

especially one that needs to be completed to a deadline as a follow-on to a 'Part I' that has already run the previous month, is that there is no option to leave it for a while. I often wonder if this is the reasoning behind so many of you expressing frustration in the hobby - are you pressurising yourself to meet deadlines that exist only in your head? Maybe you feel that you have to be "the first to build it", and rest assured we all know a few of them! But really we already work under the most stringent constraints and to the highest standards, and so often these are not attainable because our greatest critic is ourselves! Many of you out there have a very stressful job, or just find life in general very stressful, well our hobby is certainly one of the best ways to relax. I know of more than one individual who usually comes home from

work a 'monster' and who is herded into their model room by family members to 'calm down' for a few hours. I often find that certain projects actually make me frustrated, but that is usually my own fault for taking on specific kit types. Probably the key to getting relaxation and enjoyment out of this hobby is first deciding if you want to pressurise yourself or not, some do and want to be top-class, while others aren't bothered. I certainly want to learn by my (many) mistakes and having such superb contributors working with me, I am certainly in a good position to pick up hints and tips. I just wish the 'crisis management' aspect of my work would not raise its head so often in the model room. Especially, as with the Wellington, when I am working to a deadline and then go down with the flu - must be one of the many 'Modellings Laws' I think!

Richard A. Franks

Editor - Model Airplane International



THINGS TO DO...

There is not much going on in January, but the season really kicks off in February with the Milton Keynes Modelkraft 2007 at the Leisure Centre, Bletchley, Milton Keynes on the 4th February, the Model Show 2007 at the Fleet Air Arm Museum, Yeovilton, Nr Ilchester, Somerset on the 10th and the IPMS Wakefield & District show at Huddersfield Sports Centre, Southgate, Huddersfield, HD1 1TW on the 11th.

EDITOR'S CHOICE

Gunze Sangyo Mr Color

Our contributors often mention using Gunze Sangyo paints, usually the acrylic (Aqueous Color) range, but Gunze Sangyo also produces a petroleum-based paint range called Mr Color. This usually only appears in those countries that can import flammable liquids in glass bottles, thus ruling out the UK! However, there is light at the end of the tunnel as Model Design Construction have been able to obtain the special boxed sets of these paints because their shipment is not restricted in the same way. Those applicable to aircraft modellers include RAF Color and RAF Color 2. The first contains BS641 Dark Green, BS637 Medium Sea Grey and Ocean Grey, while the second has BS381C/210 Sky, BS381C/450 Dark Earth and Azure Blue. Each set retails for £6.00, so contact MDC by visiting www.modeldesignconstruction.com or calling 01773 513345.



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VF-17 "Jolly Rogers"



Lt. Kenneth A. Walsh, VMF-124

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