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RICHARD J. CARUANA

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Azur's 1:48 Potez 631

Kwik Builds of the CMR 1:72 Spitfire LF Mk IX, Eduard 1:48
Spitfire F Mk 22/24 and the Hasegawa 1:48 Blue Impulse Jr set!



9 771747 504014

BRAND NEW RELEASES FROM HOBBYBOSS SEE PAGE 58 FOR MIRAGE REVIEW



HBB80315
1:48 - Mirage III C



HBB80323
1:48 - A-10



HBB80322
1:48 - F/A-18D Hornet



HBB80316
1:48 - Mirage III CJ



HBB80317
1:48 - Rafale B



HBB87215
1:72 - American UH-34A "Choctaw"



HBB87216
1:72 - UH-60



HBB87223
1:72 - American CH-46F "Sea Knight"



HBB87213
1:72 - American CH-46 "Sea Knight"

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Pierre Lambert finishes the Hasegawa 1:48 A-7H in Greek Air Force colours



Colour Profiles

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

Etchmate 3C

The latest photo-etched bending tool

Mission Models have now released their Etchmate 3C PE bending tool (#MIO-21), which for the first time is mass-produced in injected high-impact plastic. The 3C features a new three-clamp system for additional gripping pressure and a new shape upper folding head with

outboard adjustable clamp knobs. It comes pre-assembled with folding blades and instructions. The Etchmate 3C is available in the UK from Hannants for £36.50 and elsewhere in the world from Mission Models for \$59.95. For more details visit www.missionmodels.com.



AM Airacobra!

When Accurate Miniatures started quoting a P-39 Airacobra as being due many must have wondered if it was new or a reissue of someone else's tooling? Well now it is out (#0408) a quick look at the box side shows the statement 'Made in Czech Republic' and a look inside confirms it is a reissue of the Eduard tooling. In this boxing it does include some nice post-war racing schemes for the two Skylanes Unlimited machines and 'Old Crow' of the 357th FG. A new resin ventral intake is included for the racers, but strangely, apart from the box art, no mention is made of the pitot relocated to the spinner on these machines?

Also back once more from AM is their Doolittle Tokyo Raid B-25B (#3430), which is unchanged from the original issue save for the box art, the lack of metal nose weights



[which were missing from the previous reissue and the Italeri boxing] and the use of Eduard Kabuki tape masks for the canopies instead of vinyl EZ-Masks.

GALDECAL 72/009 - CORRECTIVE TRANS

VI-40 VI-40
40 40 VI VIMA

1:72

Galdecal Amendment

For any of you who purchased Galdecal sheet 72-009 which we reviewed in Issue 9, there is now a small correction sheet available free of charge. For more details contact Galdecal at 22 Gowanhill Gardens, Stirling, FK8 1SG or Email: george@galdecalsupernet.com.



Bomber Losses

Midland Publishing have recently released Bomber Losses in the Middle East and Mediterranean Vol.1 1939-1942 (ISBN: 1-85780-234-9/£14.99). This 224-page softback title lists all losses in these theatres with details of the crews, aircraft, location and nature of the incident. For more details contact Midland Publishing on 01455 254490 or Email midlandbooks@compuserve.com.

Shtunning Shturmovik

The Accurate Miniatures Il-2 is well known, but Eduard have recently reissued it (#8165/£27.50) not only with the addition of their superb pre-painted photo-etched but also by including certain components they have released it in a form never previously available. Even if you therefore have all the original releases, this one is still worth having!



Sexy Thing!

He has been at it again, our editor has another aviation book on the market with the arrival in late January of 'Sea Vixen - De Havilland's Ultimate Fighter Aircraft' (ISBN: 1-905414-04-8). Published by Dalrymple & Verdun it is available for £16.95 either directly from them (www.dalrympleandverdun.co.uk) or from all good book shops.

Engine Encyclopedia

Sutton Publishing has just produced the fifth edition of the World Encyclopedia of Aero Engines (ISBN: 0-7509-4479-X) by Bill Gunston. This 260-page hardback title is packed with information, technical data and a mass of images, most of which are clear publicity or official photographs. Available for £30.00 (\$54.95) from all good bookshops, or if you experience difficulty in locating a copy, visit www.suttonpublishing.co.uk.





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

1:120 & 1:72

Russian Reissues

Recent reissues under the Alanger banner to reach the UK include an Ilyushin Il-62M airliner in 1:120 scale (#050001/£9.99) and a Westland Lynx AH Mk 1 (#72013/£5.99) in 1:72. The latter is the Frog tooling, which more closely resembles the prototype than a production AAC version and the Il-62M is, we presume, new as we can only recall the VEB kit of this type and that was 1:100 scale? The mouldings are extremely thick, devoid of panel lines and there are only 16 bits in the whole kit, no undercarriage and no clear parts. The inclusion of a display stand makes it really only a desktop model at best. In case of difficulty in obtaining either of these in the UK, contact Pocketbond Ltd.



Fire Tankers on CD

Having covered their ADC Interceptors CD a few months back, Aero Research Co. have now released this version on fire-fighting aircraft. It contains a minimum of 150 photos that have been selected to represent the markings and colour schemes and will thus be of great use to the modeller. The CD retails for \$11.95 plus shipping, so for more details contact Aeroresmodel@aol.com, or call (775) 786 8615. Future releases planned include USN/USMC A-4s, USAF F-4 Phantoms, Reno Unlimited 1964-1974, F-105 Thunderchief and F-8 Crusaders

Lest we forget

Schiffer have recently published this stunning new title on British and Commonwealth aces of WWII (ISBN: 0-7643-2525-6). In it there are entries for each ace from the top-scoring Pat Pattle (50 + 2 shared) right through to those with up to and including 10 victories. You would think the title makes sad reading, but it was amazing to see how many of these aces lived through the war and into

their eighties! The most amazing point though is Pat Pattle, 50 victories by the 20th April 1941 when he was killed in action, what a marksman!



Everest Adventure

Russian manufacturer Maquette have recently reissued the ex-Frog (#F167) kit of the Westland P.V.6, the private venture (hence 'PV') conversion of a Wallace for the 1933 Houston Everest Expedition. Although now 40+ years old, the components look in good shape, without any scars or excessive flash and a neat set of decals for G-ACBR is included. Available from model shops at £6.99, but if you have any problems locating one, contact Pocketbond Ltd the UK importer on 01707 391509 or Email sales@pocketbond.co.uk.



Build Your Dream!

NEW RELEASES

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Tornado IDS



Spirit of St. Louis



Focke Wulf FW 200

Tornado IDS

04030

1:144 Scale/Year 1979

Produced by Great Britain, Germany and Italy, this two-seat multi-role combat aircraft had 2 x 7620 kp jet engines pushing it to speeds of up to 2640 kph.

Spirit of St. Louis

04524

1:48 Scale/Year 1927

With its solo 174 kw engine and top speed of 192 kph, this record breaking aircraft was the first to make a successful non-stop transatlantic crossing from New York to Paris.

Focke Wulf FW 200 C-5/C-8 Condor 04387

1:72 Scale/Year 1938

With its 4 x 883 kw engines producing a top speed of 360kph, this long-distance aircraft was able to fly non-stop from Berlin to New York.

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MODEL INFO

SPEC: CMR 1:72 Supermarine Spitfire LF Mk IXe
KIT NO.: 168 **MATERIALS:** R, PE, VF
AVAILABILITY: Hannants (UK Importer) and CMR stockists worldwide **PRICE GUIDE:** £26.99



BUILT & WRITTEN BY LIBOR JEKL FROM THE CZECH REPUBLIC

BEST NINE IN TOWN

Spitfire kits are commonplace and many may feel another is unnecessary, but there is always room for improvement

Although kits of this WWII legend can be found in the product lists of almost every kit manufacturer, it is not to say that the modelling community was totally happy with what was on offer. A whole range of Spitfire kits exist in 1:72 covering all the main marks, nevertheless, the Czech-based company CMR decided to produce a brand new kit of the Mk IX, the most produced version of this famous fighter.

Any doubts about the quality and workmanship with this resin kit evaporate as soon as you open the sturdy cardboard box. Along with the quality castings in a cream-coloured resin there is a fret of pre-painted photo-etched made by Eduard, two vac-formed canopies, a set of canopy masks cut from Kabuki tape and a huge decal sheet from Tally-Ho! that

includes a separate sheet of stencils. The resin pieces offer many alternative components, such as two wing types ('standard' and 'clipped'), two styles of exhausts, three wheel-hub types plus weighted tyres, pointed and rounded rudder, cannon barrels, bombs and slipper and drop tanks. The whole lot is complemented with excellent assembly instructions featuring not only clear building sequence diagrams, but also a photographic walkaround of the machine preserved at the Prague-Kbely museum. Naturally, the question that one must ask is why CMR decided to release the Mk IX, when others are already out there? The answer is simply 'accuracy', or should we

say the inaccuracy of other kits. From an accuracy and proportional point of view this kit beats all its competitors as it captures all the typical Spitfire features and is, in my opinion, the best 'mark nine' in 1:72.

Before commencing the build it is necessary to remove all the respective parts from their pouring blocks,

which is relatively easy. The only exception is the wing, which has the casting block along the leading edge making its removal a bit delicate. Otherwise, there are no major differences in building a resin kit in comparison with an injected one. I use cyanoacrylate cements of thin and thick consistency with the debonder to hand to remove any excess. The cockpit benefits from photo-etched parts; the pre-painted ones such as the instrument panel, seat belts and various levers are exquisite. The only part that needed any modification was the thinning of the fuselage port sidewall, because I decided to model the kit with entry hatch open. For the basic cockpit colour I used Gunze Sangyo Mr Color #364 Aircraft Grey/Green, and a darkened mix for accentuating the structural elements before any of the pre-painted small parts were attached.



YOU WILL NEED...

Before Starting:

- Cyanoacrylate
- Tamiya Masking Tape
- Blu-Tack
- Scalpel
- Gunze Sangyo Mr Surfacer 500 & 1000
- Gunze Sangyo Mr Super Clear
- Micro-mesh sanding sticks
- Micro Set & Sol decal solutions



Paints Used:

- AeroMaster acrylics:
- III1 UK Dark Green
- III2 UK Ocean Grey
- III3 UK Medium Sea Grey

Gunze Sangyo Mr Color lacquer:
 C364 Aircraft Grey Green

Vallejo Model Color acrylics:

- 950 Black
- 990 Light Grey

Dimensions

Span - 36ft 10in (11.23m), [Clipped] 32ft 7in (9.93m)
 Length - 31ft 3.5in (9.54m)
 Height - 11ft 5in (3.48m)

Dimensions - 1:72

Span - 155.9mm, [Clipped] 137.9mm
 Length - 132.5mm
 Height - 48.3mm

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

KWIK BUILD

SKILL LEVEL: INTERMEDIATE

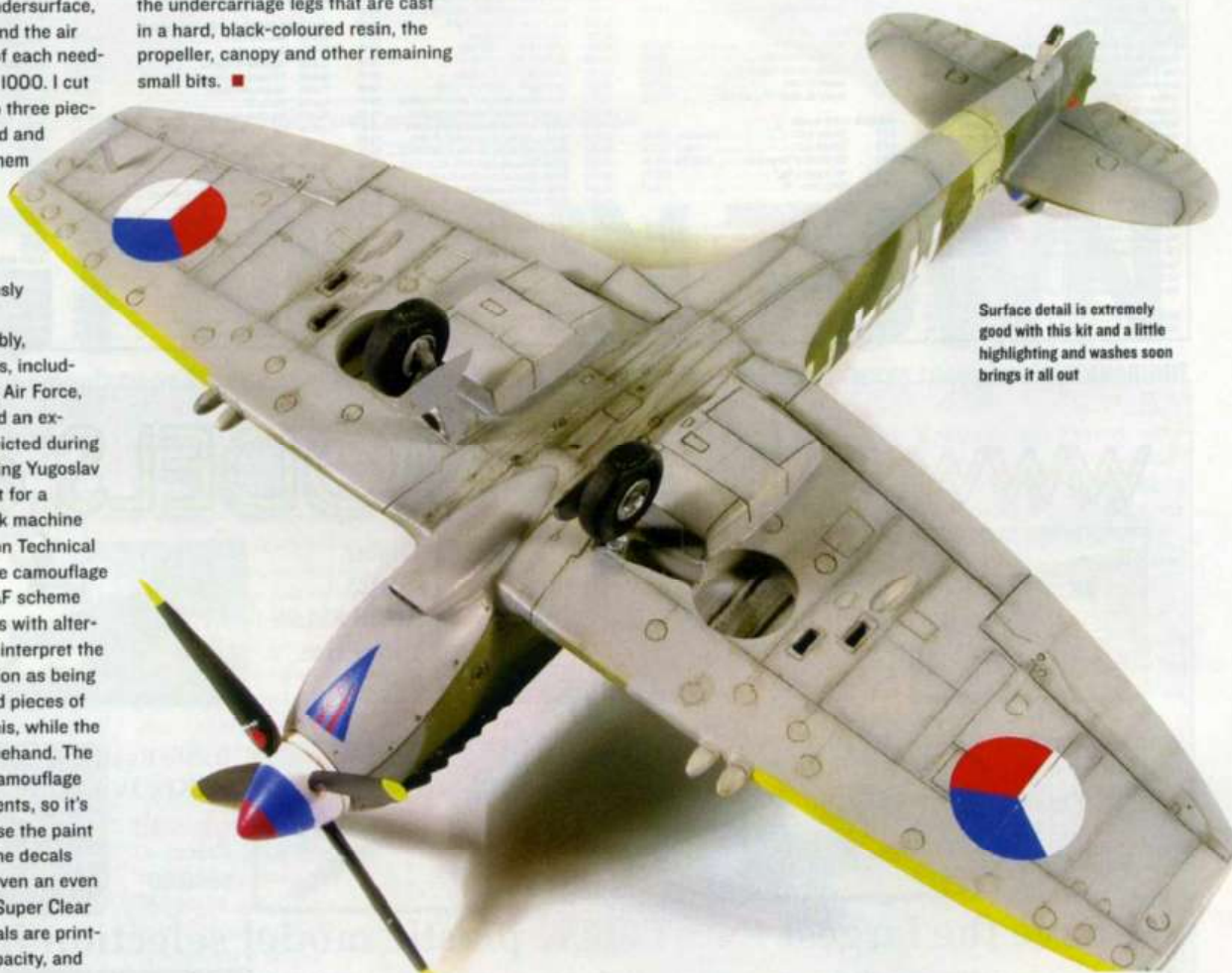
← The fuselage halves fitted without problems, I just needed a few drops of cyanoacrylate here and there to seal scratches and other little imperfections. I had to spend a lot more effort in the preparation of the wing though. Unfortunately its surface was marred with small air bubbles, so I had no choice but to brush the whole thing with Mr Surfacer 500 and sand it smooth. After refreshing the panel lines with a fine razor saw the wing was ready for fitment to the fuselage. All went to my satisfaction here, with the consumption of cyanoacrylate as a filler being only marginal. I decided to remove the stubs in the wing leading edges that were intended for the attachment of the respective gun barrels, drilling them out instead as the stubs were of smaller diameter than the barrels anyway. Next, I installed the radiators to the wing undersurface, followed by the tailplanes and the air intake, with the joint lines of each needing just a little Mr Surfacer 1000. I cut the vac-formed canopy into three pieces, cemented the windshield and the rear part and masked them off with the enclosed die-cut tape masks. The kit then got a base coat of Mr Surfacer 1000 and any imperfections I had previously missed were corrected.

The kit offers, unbelievably, thirteen camouflage options, including post-war Czechoslovak Air Force, two Israeli AF examples and an ex-Czechoslovak machine depicted during a ferry flight to Israel wearing Yugoslav AF national marking. I went for a rather patchy Czechoslovak machine flown in 1947 at the Aviation Technical Training Establishment. The camouflage consisted of a standard RAF scheme oversprayed in some places with alternative colours. I choose to interpret the RAF camouflage demarcation as being a little bit sharper and used pieces of rolled Blu-Tack to define this, while the 'patches' were spraying freehand. The instructions mention the camouflage colours only as FS equivalents, so it's up to the modeller to choose the paint brand and shade. Before the decals were applied the kit was given an even coat of Gunze Sanyo Mr Super Clear varnish. The Tally-Ho! decals are printed in register, with good opacity, and



Libor opted for one of the Czech schemes included in the kit as it does make a change to see a Spitfire in something other than RAF markings

reacted well to Microscale Set & Sol solutions. Once all was dry I attached the undercarriage legs that are cast in a hard, black-coloured resin, the propeller, canopy and other remaining small bits. ■



Surface detail is extremely good with this kit and a little highlighting and washes soon brings it all out

ALSO RECOMMENDED...

- *Spitfire 'Classic Aircraft No.1'* (Patrick Stephens Ltd. 1971)
- *Spitfire Mk IX in the Israeli Air Force 1948-1956* by A. Yofe (White Crow Publications 2006 ISBN: 0-9774627-0-6)
- *Spitfire - The Anzacs* by M. Laird & S. Mackenzie (Ventura Publishing 1997)
- *Spitfire - The History* by E.B. Morgan & E. Shacklady (Key Publishing 1987)
- *Supermarine Spitfire LF Mk IX, Special Museum Line No.26* (Wings & Wheels Publications 2003)
- *Supermarine Spitfire Pt. 1* by A. Price Monografie Lotnicze No. 38 (AJ Press 1997)
- *Supermarine Spitfire Pt. 3* by W. Matusiak, Monografie Lotnicze No. 40 (AJ Press 1999)
- *Vickers-Supermarine Spitfire Mk VI-XVI* by T.O. Yamada, H. Ohasato & S. Hards, Aero Detail 27 (Art Box Publishing Co. 2000)

FINAL VERDICT

■ I have to say that I thoroughly enjoyed my first resin kit build. Despite the initial doubts how the build would progress I did not find any substantial differences when compared to an injected kit. I even dare to say that the assembly was much easier than some short-run kits! More importantly, my collection received a stunning example of a 'real' Spitfire that leaves its Far Eastern cousins far behind. I can recommend this kit without reservation and in my opinion this is an ideal candidate for those attempting their first resin kit.

MODEL INFO

SPEC: Hasegawa 1:48 Blue Impulse Jr
KIT NO.: X48-22 **Materials:** IM
AVAILABILITY: Amerang Ltd (UK Importer)
 and Hasegawa stockists worldwide
PRICE GUIDE: £11.99



Alongside Hasegawa's 1:48 kit of the real Kawasaki T.4, you get an idea of how small these Junior versions are

BUILT & WRITTEN BY STEVE A. EVANS FROM THE UK

The kits are snap-together and come with both adhesive and waterslide decals - something for everyone!

JR IMPULSE

"I've got something great for you to do!" These are the words of our esteemed Editor. "You'll love it Steve, it's new from Hasegawa, it's 1:48, it's Japanese and it's right up your street!" Hmmm, I think, what delightful thing can he have for me? He knows I love anything with a meatball on it, so I held out my grubby paws in delicious anticipation... And this is what I get for trusting that man. Thanks Richard!



To be fair, sometimes it seems that we take ourselves far too seriously in this hobby, how many times have we heard arguments about the exact shade of RLM 83 and how many rivets are holding that widget onto the flange sprocket? Well, with these little babies it doesn't matter how many rivets, because we're not even sure they have widgets, let alone flange sprockets.

Hasegawa of course have something of a history when it comes to the lighter

side of this hobby, anyone remember the 'Egg planes' of years gone by? Marvellous stuff and the T4 Blue Impulse Junior set falls squarely in that 'fun' box. That's not to say that they are fictitious, far from it, these are fully-fledged members of the Blue Impulse display team and used by the Japanese Air Self Defence Force for marketing and recruitment drives. The 'Juniors' are 50cc Honda Dio scooters, wrapped in plywood caricatures of the Blue Impulse Kawasaki T4's. 'Piloted' around

YOU WILL NEED...

Before Starting:

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



Dimensions

Who knows?

Paints Used:

Lifecolor acrylic:
LC60 Gloss Dark Blue FS15056

Revell Aqua Colors acrylics:
361 04 White
361 07 Black

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



air-shows and the maintenance bases, they delight of the crowds wherever they appear. Originally created by the servicing teams at the Matsushima air base they now follow the aerobatic team all over the world.

You get three of the tubby little Juniors in the box, moulded in white, blue and grey plastic, with markings for any one of the six display team machines, supplied as either waterslide transfers or self-adhesive stickers; perfect for the kids! There is a complete

marking and painting guide, along with the box-top photos. They are moulded to Hasegawa's usual high standard, although much simplified, and once cut and trimmed from the sprues you can just chuck them together in minutes as they are click-fit and need no glue. The only bits that do have to be stuck are the pilots and they come in three poses: one leaning left, one right and the last going straight on. They remind me of those free toys you used to get in cereal packets, and as such they really appeal

to the kids, and with the stick-on markings you can have a bright little collection of fun items within minutes.

However, if you intend to try and make them look more like the real thing, it will take a fair bit of work with filler and paint to get anything like a set of reasonable joints. These really aren't serious kits in any way, so you have to be prepared to fight with them a little. Little being the operative word as the finished results are tiny little mad things on wheels. ■

All it needs now is some smoke!



Here you get an idea of how simple each of the bikes is. The snap-together nature makes assembly easy and quick

FINAL VERDICT

■ Fun; nothing more, nothing less. They are designed to appeal to the children and they do just that with admirable ease and good quality plastic. They make a fine way of whiling away a lazy Sunday afternoon. At £11.99 they are a little expensive but you can also get the Fuji T3 Mentor as a 'Junior' set as well, so why not make a whole collection of daft things?

MODEL INFO

SPEC: Eduard 1:48 V.S. Spitfire F Mk 22/24

KIT NO.: 1121 MATERIALS: IM, R, PE

AVAILABILITY: Hannants & LSA Models (UK

Importers) and Eduard stockists worldwide

PRICE GUIDE: £23.99

BUILT & WRITTEN BY BEN PALLISTER FROM THE UK

LAST OF THE LINE

The Airfix late-series kit was good, but Eduard have taken it further with the addition of resin and photo-etched

In this day and age we are all used to opening European multi-medium kits and finding the usual array of resin and etched components from the likes of Aires and Eduard and the airframe itself from another well known Czech manufacturer. But in this instance there's a difference, because inside the box is an Airfix kit! The airframe has nicely engraved panel lines and a good level of detail, but unfortunately not in the cockpit, so this is where Aires has come to the rescue. The resin cockpit has to be one of the best I have ever seen, highly detailed right down to the wiring along the cockpit sidewalls. But wait, it gets even better hiding in the corner of the box is Eduard's contribution to this concoction, a superb pre-painted etched set including

seat belts, an Express Mask set, a colour painting guide and four decal options. All of which are so nice you won't be able to decide which one to do! Before starting to construct this kit you have to decide which mark of aircraft you want to build as Eduard have cleverly included parts to make either thus making this a very versatile kit. As I have a soft spot for racing planes a quick look at the painting guide and my mind was set on the F Mk 22 flown at the Cooper Trophy Race in 1948. As with most kits the first item to be constructed is the cockpit and the offering from Aires is beautifully cast, requiring a minimum of cleaning up. Although the instructions state that the colour should be Interior Grey/Green all of the documentation I have shows a pale bluish grey so I

opted to use Non-specular Blue/Grey as a base colour toned down with light overspray of Barley Grey [A contentious choice there Ben! - Ed]. Once dry all of the detail parts were picked out in their respective colours as per the instructions. This was followed with an oil wash of Burnt Umber and the application of all those lovely pre-painted etched parts (making sure you have selected the correct console panel for the mark you have decided to build), a quick drybrush of white and the cockpit is finished. After removal of the fuselage halves from their sprues an immediate problem struck me, after offering them up to each other there was a 1/4 inch gap at both the nose and the tail, to top all this off both halves were twisted in opposite directions. After some head scratching I realised

that even with the cockpit detail removed from the fuselage halves the new cockpit would not fit due to the twist, so I decided to deviate from the instructions and thin the cockpit areas as much as I dare to remove the stress and bond the new cockpit walls to the fuselage halves to try and straiten them out. With a lot of clamps (and dare I say luck!) I managed to join the fuselage together. Included on the etched fret are a couple of scribing templates, one for the flap indicators on the wings and the other (again depending on which mark you are building) for the radio access panel. Before use they require rolling to the correct profile and taping in place whilst re-scribing. If you choose to do the Mk 22 the existing access panel lines require filling as they are for the Mk 24, these template works

YOU WILL NEED...

Before Starting:

- Pacer Zap-O-Gap Odourless cyanoacrylate
- Bare-Metal Foil - Chrome
- Humbrol Model Filler
- Tamiya Masking Tape
- Blu-Tack
- Scalpel
- Micro-mesh sanding sticks
- Micro Set & Sol decal solutions



Paints Used:

Lifecolor acrylics: LC02 Matt Black, UA038 Non-specular Blue/Grey, UA094 Medium Sea Grey, UA095 Sky, UA140 Yellow

Vallejo Model Air acrylics: 003 Scarlet Red, 010 Interior Green, 012 Dark Green, 048 Dark Sea Grey,

051 Barley Grey, 057 Black, 062 Aluminium, 065 Steel, 080 Rust, 097 Grey Primer

Tamiya acrylics: X-27 Clear Red

Xtracrylix acrylic: XDGG Gloss varnish

Xtracrylix enamel: XDFF Matt varnish

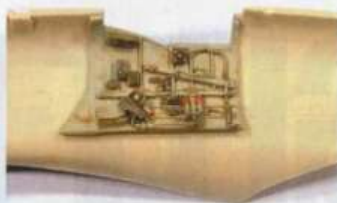
Citadel Colour inks: 61-74 Dark Green

Reeves oil paints: Burnt Umber

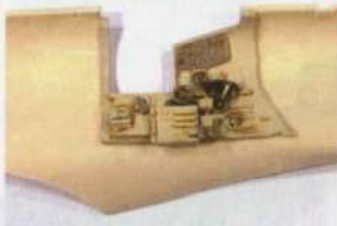
Mig Productions pigments: P023 Black Smoke, P033 Dark Mud, P026 Copper Rust

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

ASSEMBLY



The sidewalls of the cockpit are also resin and need to be attached to the fuselage halves



Combining the excellent resin parts with the pre-painted photo-etched makes for a very realistic cockpit interior



The resin cockpit is superb, but being made by Aires you would not expect anything else really!



The photo-etched templates include the one for the flap actuator on the wing trailing edge



This edition from Eduard includes a full cockpit interior in resin (Aires) and pre-painted photo-etched and tape masks



Before the hatch template can be used you need to curve it using something like the Roll Assist from the Small Shop



Here the photo-etched template has been used to rescribe the radio hatch in the correct place for the F Mk 24

very well and is quite a novel idea from Eduard. The rest of the build is very straightforward, the only items I had problems with where the sub-fin which I found was too short and required building up to match the trailing edge of the rudder and the photo-etched radiators where slightly too wide for the scoops and required a small amount of trimming. With the model taking shape it was time to install the characteristic bulges on the nose, after gluing them in place I realised they didn't look quite right and required a lot of filling and sanding to get an acceptable result. All in all though a fairly straightforward and enjoyable build apart from the moment of panic when I noticed the fuselage halves were twisted!

A quick coat of Halfords Grey Plastic Primer and we were ready to

throw some paint at this thing. Firstly I pre-shaded all of the panel lines with black and then lightened the centres of each panel with white. Although in this raw state the model looks really quite bizarre, it all ties in nicely with the top layers of paint applied, adding depth and shadow to the paint finish. The camouflage was applied using the tried and tested Blu-Tack 'sausage' technique with Dark Sea Grey and Dark Green. Following this the underside was masked up and given a coat of Medium Sea Grey, the final colours to be applied where the scarlet red for the tail band and yellow for the wing leading edges. Whilst the main airframe was drying the propeller was given a coat of black and the spinner Sky. Once dry all of the components where given a coat of acrylic gloss

varnish in preparation for decaling. The decals in the kit react beautifully to Micro Sol/Set solutions making the carrier film almost totally disappear and settling nicely into the surface detail. Following the decaling another coat of gloss varnish was applied to seal them in before my favourite part of the painting process, applying weathering. All panel lines where given an oil wash of Burnt Umber with the excess removed using cotton buds, a small amount of chipping was replicated with silver paint and a fine brush. The final part of the process was carefully applying the exhaust staining using different shades of Mig Productions pigments, followed by a coat of matt varnish. The Express Masks worked perfectly but unfortunately the canopy looked a little ropey although nothing

a couple of coats of Johnson's Klear wouldn't cure. The last task was to attach the canopy in the open position but unfortunately this revealed a real weak spot in the kit for me, the canopy in the open position sits well above the slide rails on the fuselage that spoils the look of the model somewhat [Squadron make a vac-formed replacement canopy for this kit #9576 - Ed]. Maybe in hindsight this problem can be cured at an earlier stage in the build, the moral of the story being test fit before it's too late, oh well you live and learn!

NOTE:

If you want to build the F Mk 22/24 in 1:72 CMR produce a superb resin kit (#5097), see Vol.2 Iss 13 p58 for more details. ■

Dimensions

Span - 36ft 11in (11.25m)
Length - 32ft 11in (10.03m)
Height - 13ft 6in (4.11m)

Dimensions - 1:48

Span - 234.8mm
Length - 208.9mm
Height - 85.6mm

References - Our pick of the bunch!

- *Griffon Spitfires*, Aero Detail No.30 (Art Box Co., Ltd)
- *Spitfires and Polished Metal* by G. Moss & B. McKee (Airlife Publishing 1999)
- *Spitfire - The History* by E.B. Morgan & E. Shacklady (Key Publishing 1987)
- *Spitfire Mk XII-24*, Aircam No. 8 (Osprey, 1969)
- *Vickers-Supermarine Spitfire F Mk 22/24* by M. Ovcacik & K. Susa (Mark I 2006 ISBN: 80-86637-03-4)

FINAL VERDICT

■ All in all a great package from Eduard, that despite a few niggles with the basic kit goes together well and the end result makes quite a stunning model. The versatility of this kit is great, combined detailing parts and the decal options is great value. Although not a kit for beginners due to the multi-medium nature, provided you get one without the fuselage problems the box contains the potential for most modellers to produce a great model of this thoroughbred beast.

PARISIAN NIGHT L

Love or loathe French 'style', the Potez 631 has got to be one of the best looking machines they produced in WWII

BUILT & WRITTEN BY STEVE A. EVANS FROM THE UK

During the 1930's aircraft designers continued to believe that a heavy, twin-engine fighter could still fight and survive against its single-engine brethren. This kind of thinking created aircraft such as the 'fighter' version of the Blenheim and the iconic Messerschmitt Bf110. Caught somewhere between these two extremes of the time was the French 'heavy fighter' from Potez. The 631 originated in a requirement drawn up during 1934 for an all-round aircraft that could take on a number of roles. It was initially produced in two versions, the 630 and the 631, the latter having different engines (Gnome-Rhone Mars 14's) and twin 20mm cannon to turn it into a fighter. Only about 200 were made and the French armistice of 1941 saw the remaining aircraft (80?) transferred into the Vichy Air Force, where they saw limited service.

Notwithstanding the historical facts, it was a pretty aircraft and deserving of a good model. Azure have made this type in 1:72 as have Heller in the past and in 1:48 you can still find the JMGT resin version, but this is the first time it has been done in this scale in injected plastic.

So what do you get? £27.30 may seem a bit of a serious outlay for this little-known fighter, but this is a limited-run injection moulding and that has to be taken into account. It comes in a sturdy box, with decent artwork on the lid and inside you get five sprues of dark grey-coloured plastic that is typical short-run stuff: a little rough around the edges (aren't we all?) and slightly clumsy looking injection gates. Don't be fooled by that, though, because the bits are very nicely moulded, with excellent recessed panel lines and fine raised detail. You also get a little bag of resin parts: engines and details, as well as a

tiny etched fret for seat belts, control linkages and blanking plates. Couple this mixed-medium approach with a fine looking decal sheet and first impressions are very good indeed.

CONSTRUCTION

Any limited-run kit needs roughly the same kind of preparation and this Azure offering is no different, e.g. careful trimming of all the flash and mould irregularities followed by a good wash to clean the surface. This particular one does have a fair amount of flash, but it's easily trimmed away and the only irregularity is a raised bubble on the starboard upper wing panel, again easily removed. The only real problems are a couple of sink-holes in the vertical tail pieces which are moulded as solid items, so as they cool and shrink coming out of the moulds a couple of depressions have appeared. A smear of filler is all that's needed to hide these from view.

Actual sticking together is a doddle as the plastic is a little on the soft side and reacts well with Liquid Poly. The softness of the material is actually a godsend because Azure has decided to mould a great deal of the structure on the sprues instead of making it in resin or photo-etched brass. This means that brittleness isn't a problem when cutting and trimming all the smaller items. The cockpit is made up of 36 plastic parts, as well as the etched belts for the seats and a couple of little handles from the resin sets. It's all a little sparse and could do with a lot more detail but with

the upper decking and canopy in place you're going to see next to nothing in there anyway. It's painted in a very (very) dark blue (Bleu Nuit Interieur) almost black really on the actual thing, but I used Royal Blue mixed with about 20% matt black as the base coat, a black oil wash and a highlight of light blue grey to pick out the raised detail.

The seats are painted in Matt Leather and the belts are done in a light tan, with some of the structure around them picked out in silver. At least the instrument panel is nicely detailed but again, it's almost hidden on the final model. One point to note though is that there are a couple of misidentified parts in the instructions. The seat support pillars should be D4 not B9 and the little radio box marked as D7 should



YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Humbrol Liquid Poly
- Tamiya masking tape
- Sidecutters
- Tweezers
- Sanding sticks & files
- Gunze Sangyo Mr Mark Setter & Mr Mark Softer



Recommended paints:

Halfords (aerosol) acrylic:
Grey Plastic Primer.

Humbrol enamels:

- 53 Gunmetal
- 56 Aluminium
- 90 Beige Green
- 191 Chrome Silver

Lifecolor acrylics:

- LC01 White
- LC02 Black
- UA042 Chrome Yellow

- UAI41 French Blue Grey
- UAI42 French Khaki
- UAI43 Terre de Sienna
- UAI45 French Dark Blue Grey

Tamiya acrylics:

- X-7 Red
- X-19 Smoke

Daler Rowney oil paint:

- 034 Ivory Black

Daler Rowney pastel:

- Warm grey #73

Winsor & Newton pastels:

- Yellow Ochre #227.3
- Burnt Sienna #411.3
- Grey #704.5

Dimensions

Span - 16.00m
Length - 11.07m

Dimensions - 1:48

Span - 333.3mm
Length - 230.6mm

LIFE

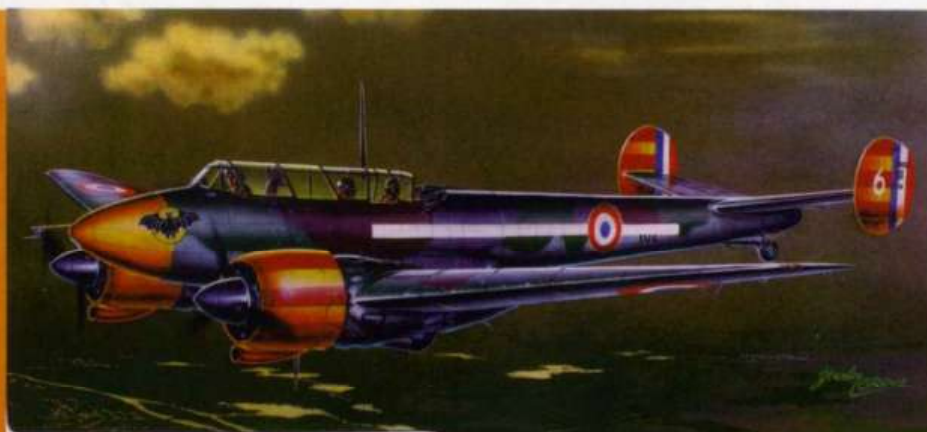
MODEL INFO**SPEC:** Azur 1:48 Potez 631**KIT NO.:** A058 **MATERIALS:** IM, R, PE**AVAILABILITY:** Hannants (UK Distribution) and Azur stockists worldwide**PRICE GUIDE:** £27.50

"With the vertical fins attached to the stabilisers the whole thing sits on top of the end of the fuselage and fits where it touches. This leaves some pretty huge gaps on the underside that require careful filling and sanding"

ALSO RECOMMENDED...

References

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



Azur

Potez 631
"French Night Fighter"

1/48

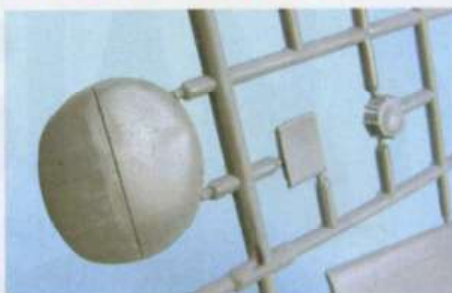
Kit contains injected plastic parts, injected canopy, decals, resin and photo-etched parts.

⚠ Wear the right protective clothing when advised

STEP BY STEP GUIDE - CONSTRUCTION



A good looking box and good looking contents. The decal sheet is pretty comprehensive as well



The only poorly moulded part and even that isn't worth complaining about really



Easily filled in with just a dab of Mr Surfacer



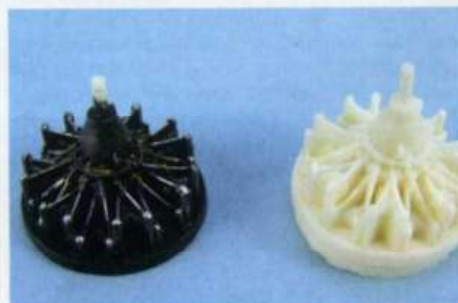
The interior parts in deepest darkest blue, I didn't notice that it was still wet when I took the photograph. Sorry about that



Easily the worst joint on the whole aircraft, and luckily it's in this nicely hidden area under the tail



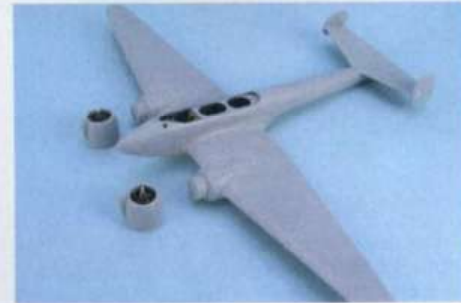
The wheel well has a terrible pin stub in there and it's awkward to get at too...what fun



The resin engines are just lovely. Good detail work with fine raised details. You couldn't ask for a better introduction to working with resin than this



The nose joint under the wing centre section is a little clumsy but a dollop of gel superglue will sort that out in a jiffy



The major components all assembled very nicely with no great worries, but I kicked myself for not leaving the nacelles off for the paint job

be DI4, D7 is actually used in section II on the sheet and is un-numbered, so watch out for those. The cockpit fits snugly and securely into location pegs in the fuselage halves, which close up around it pretty well. There are no location pegs to worry about in the fuselage joint, which is actually very good. The finished joint will need cleaning up, of course, but nothing too nasty.

There is a nasty join where the tail slots into place, though. With the vertical fins attached to the stabilisers the whole thing sits on top of the end of the fuselage and fits where it touches. This leaves some pretty huge gaps on the underside that require careful filling and sanding. There's going to be a lot more of that later but for now it's on to the wings.

The wheel bays need to be slotted into place and these items have the only two clumsy injection gates that actually show on the finished item. They are tucked up inside the bay and are a bit tricky to get at to sand smooth, but it has to be done otherwise they'll look terrible later on. You also get the choice of photo-etched or plastic blanking plates for the oil cooler intakes, but

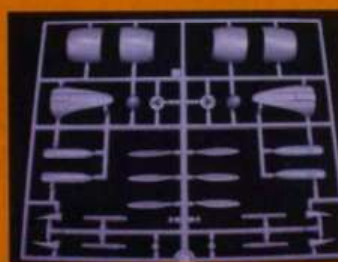
as these are completely hidden it's a personal choice. I went for the plastic bits purely because they were easier to fit.

The wing sections close up without fuss but before you do you really have to thin out the trailing edges. They are massively over-thick and require a lot of work. That's not really a criticism of the kit because the limited-run nature of the whole thing doesn't lend itself

STEP BY STEP GUIDE - COMPONENTS



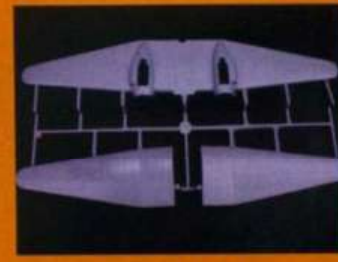
The kit includes this very nice decal sheet, with all the images in register and excellent colour density, even when applied over dark paint



The limited-run nature of the kit does mean the sprue gates are pretty large, even on the smaller parts



The photo-etched fret only offers a small number of parts, but they are best done in this medium



The wings are well moulded, with no warpage in our example



Potez 631, No.188, ECN I/13, Nimes-Garron, 1941. Standard three-tone upper surface camouflage with blue-grey undersides; engine cowlings and fins in red/yellow stripes. White stripe along fuselage; white outline to fuselage and roundels above wings. White '7' on fin; black spinners and '57' below wings. Unit marking on nose



Potez 631 C3, No.2072, Yugoslav Air Force, captured by the Germans and scrapped in April 1941. Sand/brown/dark green upper surfaces with light blue grey undersides; national markings above port wing and below starboard wing only





to such finesse. Talking of which, just take a look at the resin engines. These are the stars of the show, detail-wise, and are beautiful reproductions of the Gnome-Rhone Mars14 engines. Complete with ignition harness they are easy to prepare and paint. The single small casting block needs to be cut away and the engine is then washed and painted entirely in semi-gloss black. Highlights are Humbrol 56 Aluminium and II Silver, with the wiring picked out in gold. The nacelles wrap around these little beauties without fuss, just a little smoothing out of the joint

and they are ready to install later. But first it's the wing joint, and although the sub-assemblies of wing and fuselage do go together commendably well, there's a nasty looking joint at the front to take care of, as well as the inevitable steps and misalignment at the wing root. All of which sounds hideous but is in fact easy to cure, mostly because it's actually not that bad but also because the soft material is very easy to work with.

I then did a daft thing. Nothing unusual in that, I hear you cry. Yeah, thanks. Anyway, I then stuck the nacelles in place, forgetting that later

on I was going to do the red and yellow stripes of the Vichy machine. The trouble is I glued them so securely that I was in danger of seriously damaging the surrounding structure by trying to get them off again. Oh well, you'll be hearing more of that in a little while, but with canopy and transparencies masked off it was time for paint.

STRIPES?

Yep, stripes. The post-armistice French aircraft were painted with pretty gaudy markings to make sure that their new Allies didn't shoot them down by mis-

take. Yellow and red alternating stripes around the engine nacelles and the vertical tail surfaces meant that you couldn't miss this one. There are four choices in the kit and one of these machines is depicted on the box top, resplendent in its new colours. It is offered on the decal sheet in both pre- and post-armistice markings applied over the basic tri-colour French camouflage. The stripes themselves are pretty easy to do. First is a white undercoat, then the Chrome Yellow (FSI3432) followed by Tamiya X-7 red. The masking for the stripes is nothing more than

STEP BY STEP GUIDE - PAINTING & DECALLING



The Halfords Grey Plastic primer is a must for showing up all the little imperfections and for providing a good surface for the later paints to key into



The Chrome Yellow nose job. I purposefully left it a little speckled looking so as to try and give the impression of something applied in the field and maybe not quite as smoothly as a maintenance base might have done



"Actual sticking together is a doddle as the plastic is a little on the soft side and reacts well with Liquid Poly"

4.5mm strips of masking tape, suitably arranged. It's a bit tricky around the nacelles and this is where I'd wished that I'd not put them in place. They would have been so much easier to do as separate items, but once the red was applied they were all masked off and the main colours applied.

LifeColor do the whole range of French WWII colours and I started with the underside Gris Bleu Clair. This light grey/blue is a good few shades lighter than the Neutral Grey undercoat, which allows for an excellent graduation of the paint thickness to allow the panel

lines to show through. Force dried in seconds with a hair dryer, the whole of the underside is then masked off to keep it clean as I embark on the upper-surface camouflage. The soft edges of the demarcation were going to be something of a problem as you can't use Blu-Tack with these acrylics as it has a tendency to mark it. There was nothing for it, I would have to do a free-hand pattern. Not to worry, this would be a good opportunity to try out my new Iwata airbrush and see just how I could control it. As it turned out it looks pretty good. Obviously I need a bit more



The little side windows on the nose, plugged with clear sprue, which need to be highly polished



The final result has a better look to it than the acetate sheet would



The lower window, a nightmare to fit properly. Be very careful when sanding down to fit



The wingtip navigation light needs to be clear; it's as simple as that



Doesn't that look better?

Transparent bits

The kit itself is lovely, there's no doubting that and the main canopy is perfectly acceptable, but there are some other clear bits that need some work. The first are the two little windows on the forward fuselage, just ahead of the main canopy. I guess these are direct vision panels or something but they are supplied in the kit as a photo-etched frame around an acetate sheet window. I opted to replace the acetate with something a little sturdier. This was off-cuts of clear sprue, sanded and polished before the etched frame was put into place. The second is the rear-view panel in the lower fuselage. The hole that this piece plugs runs across a joint line between the fuselage and the centre wing section. This means that you have to very carefully shape both hole and transparent piece to fit. This will come down to literally a single stroke of a sanding stick between it being a good fit and falling straight into the dark interior, probably never to be seen again, so take real care with this part. Finally we have the wingtip navigation lights, moulded on the kit as nothing more than recessed details in the grey plastic, but it's a pretty easy task to cut them out and replace them with small pieces of clear stretched sprue. Shaped and polished they look much better, and if you cut the sprue at a point where you have an air bubble in it you have a ready made light bulb...bargain!

These are only tiny additions but worthwhile in my view.



To get the stripes even and straight, it's time for the masking tape to make an appearance. 4.5mm strips will do nicely, thank you



The circus must be in town because here's the stripey clown!



The light blue/grey underside is the first to be applied and you can see how it blends in with the blue background. This must have been an effective camouflage colour



With the masking removed you can see just what a little of that Smoke does to all the panel lines, it's going to get even subtler when the gloss coat is applied



The pastels and pencil paint ships add levels of detail whilst the markings really do start to add character to this elegant aircraft



One problem that I really didn't notice until I was taking the photographs is that the dihedral on the wing outer panels is nowhere near enough, making them look far too flat. This should be easily remedied during the wing fit stage

practise with it but for a first attempt it was a reasonable effort. The colours are, in order of appearance, Gris Bleu (the basic dark blue/grey colour) Kaki (the mid Green) and finally Terre De Sienne (the dark brown).

Drying time is counted in minutes for these acrylics and by the time I'd cleaned the airbrush it was on to the next stage, which is always my favourite, e.g. weathering. I started by accentuating the fabric effect of the control surfaces with a few thin strips of masking tape and then a gentle spray of the wonderful Tamiya X-19 Smoke. In fact I used this to accentuate all the panel lines of the upper surface and you can see what a tremendous difference this one simple task makes. To continue this theme the pastel dust was brought into

play and worked in around some of the panels and especially the engines. This begins to make the whole lot seem a lot grubbier and well used, combined with a few silver pencil marks for chipped paint and we're definitely getting there.

MARKING UP

The decal options in the box look great, lots of big, bright markings to splash about, coupled with those red and yellow stripes this is going to be pretty eye-catching.

You get four to choose from:

- 1. The box top machine from ECN 1/13 in 1940 and here you can do it with or without Vichy markings
- 2. Another machine from ECN 1/13 but this time in overall Gris Bleu Clair
- 3. A French naval machine from AC2

1940, this one has a little Donald Duck motif on the tail

- 4. A normal camouflaged aircraft from G.CI/8 1940 with a little lion on the nose.

Any one of the options would make a splendid model and the decals themselves are incredibly thin and instantly conform to all the nooks and crannies. This is obviously a good thing but they don't half stick down fast, definitely of the "I'm staying right here!" type of decal. This can lead to some fun and games trying to move them about but they're pretty tough and with a liberal coat of Mr Mark Setting solution applied they work well. There is a tiny mis-register between the red and white on the sheet, but it's hardly noticeable, so in the end this is thumbs up to

Aviprint, who make the decals.

After spending the night in the airing cupboard (the model, not me!) it was time for the final stages, the dreaded sticky-out bits.

FINISHING OFF

First of all it was necessary to dull down those decals a little. Nice as they looked they were awfully bright, especially when compared to the rather grubby paintwork. A gentle dusting with light grey pastel took the contrast down a peg or two and once the panel lines had been accentuated with a touch of darker grey they looked just fine.

The biggest task at this point was making the undercarriage units, and it's here that I made a serious mistake...yes, it was coming, wasn't it?

STEP BY STEP GUIDE - PAINTING & DECALLING



The upper blue/grey of the three-tone camouflage is a distinctive French trait



Coupled with the green and the brown it suddenly becomes a very different looking machine

A World of Modeling At Your Fingertips...



But those markings are way too bright in their virgin form and need toning down with just a light dust of light grey pastel, scrubbed in a little harder along the panel lines to blend it all in



The undercarriage units are a complex assembly of various bits, but they **MUST** be built with the wheel in place for all the trimming and suchlike to be carried out before fitment into the wings



The fabric effect of the plastic mouldings is a subtle affair that gets lost in the colours so I helped to bring it out a little with some very fine masking and a light spray of Tamiya X-19 Smoke...what a wonderful paint that is: one of modelling's 'essentials'



← Anyway the units build up from various bits from both the plastic sprues and the resin blocks, I made the oleo legs and the doors and the support linkages separately from the large main wheels. Painted them all, slotted them into the undercarriage bay and then tried to fit the wheel. And yes, you've guessed it, the wheel is not going to go in there, it's way too big. This meant I had to remove the doors and butcher the oleo leg (part DI4) to get the wheel in there. This also means that all my earlier good work now looks a little tatty and not as good as it should. So be warned, pay much more attention to this area as you build it.

Apart from that, the finishing process is simple on this one, a few aerals, a couple of steps and things and it's

time for a spray of Humbrol Matt Cote to even it all out, before ripping off the final pieces of masking tape and fitting the rear gun. Which turned into another pain because with the canopy in place the gun doesn't go into place correctly...Lord give me strength! A bit more butchery followed and the gun is on, although I did leave off the bulbous magazine as it looked just stupid.

One final point to mention is the underwing guns. These 7.5mm MAC gun pods were supposedly going to be fitted to all the Potez 631s in service to raise their firepower to an acceptable level. In reality, though, very few were decked out in this way so I opted to leave mine in the box, but it would look a bit more potent with them fitted.

And that, as they say, is that. ■



FINAL VERDICT

■ This kit is not for the outright beginner, but if you're looking for your first steps into multi-medium, or limited-run kits, then this one is perfect. Azure have created a first class product that fits together very well, but still leaves enough to do as an introduction to this kind of building process.

It is accurate, both in size and profile, and it's not a small aircraft at 33cm span and 24cm length, so it sits well on the shelf. Coupled with all the options in the box you've got plenty of choice for making a very striking and unusual model.

Was it worth the effort?

Without a doubt.

A World of Modeling At Your Fingertips...



1:48 Scale

AZUR

Potez 631 "French Night Fighter"

Detailed cockpit, motor and landing gear, includes resin and photo-etch parts. Decals and markings for 4 aircraft: X-931, Nachtjäger der E.C.N.1/13, 1940; X-967, E.C.N.1/13, Vichyluftwaffe, 1941, No. 169; X-938, Kommandeur der Französischen Marine Einheit AC 2, Marz 1940, No. 49; X-620, 2.G.C.I/8, April 1940.

AZ0058 ~~\$57.00~~

Your Price with 25% Discount \$42.69

1:48 Scale

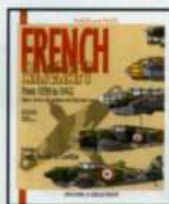


Dewoitine D 520

WWII French fighter. Detailed cockpit, dropped flaps and boxed in wheel wells. Markings for French aircraft.

TM61048 ~~\$28.00~~

Your Price with 25% Discount \$20.99



French Aircraft 1939-1942 Vol. 1

Amaït to Curtiss (SC). Covers development and operations of fighters, bombers, recon, and observation aircraft during the Blitzkrieg and the end of Vichy France. Packed with black-and-white photos and full color profiles! English. 82 pages.

CBH3923 \$19.95



1:48 Scale



Loire-Nieuport LN-40/401

Limited Edition. Injection-molded kit, resin and photo-etch parts. Parts are provided for building either LN-40 or LN-401. Decals offer two LN-401 machines from 1940, which participated in combat in France. The last decal option is a Vichy LN-40 trainer from 1943.

SO48058 ~~\$47.00~~

Your Price with 25% Discount \$35.19

ARMÉE DE L'AIR



1:72 Scale

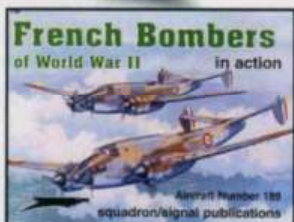


H-75A-3 Hawk 'European Theatre'

WWII US-designed fighter. Exported. Detailed exterior with engraved panel lines. Detailed cockpit. Resin and photo-etch parts. Markings for Vichy France and Finland.

SO72053 ~~\$22.50~~

Your Price with 25% Discount \$16.79



1:72 Scale



Martin Maryland Model 167

Kit features finely molded engraved panel lines, detailed cockpit, injection molded clear parts and resin details. Decals for 3 aircraft: GB Bretagne, Free French Air Force, Fezzan, Syria, 1942 (x2) and GB 1/34 Bearn, lost to Flak, 1945.

AZ0066 ~~\$34.00~~

Your Price with 25% Discount \$25.49



French Bombers of World War II In Action

Pelletier. Provides a highly detailed look at the various bombers used by France and the areas in which they operated. Includes full color artwork/profiles, insignia, technical data and numerous black-and-white photos. 49 pages.

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WIDOW MAKER

The early B-26 had a reputation for crashing but went on to have the lowest loss rate of any Allied medium bomber

MODEL INFO

SPEC: Hasegawa 1:72 Martin B-26B/C
Marauder KIT NO.: E26 **MATERIALS:** IM
AVAILABILITY: Amerang Ltd (UK
 Importer) and Hasegawa stockists
 worldwide **PRICE GUIDE:** £21.99

BUILT & WRITTEN BY NICK J WIGMAN



YOU WILL NEED...

Before starting:

- Milliput
- Formula 560 adhesive
- Plastic Weld
- Tamiya Extra Thin Cement
- Tamiya Masking Tape
- 'Prisma' Silver Pencil
- Johnson's Klear



Recommended paints:

Alclad II lacquers:
 Aluminium
 Duralumin

Tamiya acrylics:
 AS-7 Neutral Grey (aerosol)
 XF-1 Black
 XF-64 Red-Brown
 X-7 Red
 X-19 Smoke
 X-23 Clear Blue
 X-25 Clear Green
 X-27 Clear Red

Polly S acrylics:

US Interior Green
 RLM 04 Yellow
 White
 Olive Drab
 Black

Gunze Sangyo Aqueous Color acrylics:

H342 Oil
 H343 Soot

Accessories Used:

Reheat photo-etched Allied WWII
 seat belts (#RH02)

Dimensions

Span - 71ft 0in (21.64m)
 Length - 58ft 3in (17.75m)
 Height - 21ft 6in (6.55m)

Dimensions - 1:72

Span - 300mm
 Length - 246.5mm
 Height - 90.9mm



"Zinc Chromate is called out as the basic interior colour, but I opted for Interior Green although I painted the floor black. In actual fact, the whole cockpit below the window line may have been black, so the choice is yours"

The B-26 was a design that was ordered off the drawing board and thus never flew as a prototype, the first flight on the 25th November 1940 being made by the first production airframe. Although the B-26A's R-2800 engines were reliable the electric pitch mechanism for the propellers required careful maintenance and was prone to failure. Failure of this mechanism put the propellers in flat pitch that resulted in a total loss of power. Because of the type's round fuselage, the engines were placed well outboard and such a loss of power on one side would result in a violent roll that flipped the aircraft on its back. This led to a very high number of accidents during take-off and this in turn earned the B-26A the nickname 'Widow Maker', a name that stuck with it even after the problems were overcome in later versions, and it had gained the lowest loss-rate of any medium bomber throughout the whole of WWII.

THE KIT

On opening the box, it's impossible to miss that it's completely crammed full of sprues, an excellent first impression! Around ten sprues in fact, which for a 1:72 kit is very comprehensive. All the parts are well moulded and crisp, as we expect from Hasegawa, with fine recessed surface details. The fuselage interior is well covered with all the visible compartments having something in, and the only areas not addressed are those that cannot be seen such as the radio operator's compartment just in front of the bomb bay, and the compartment just behind it. The most striking thing about this kit is the tail-plane (which comprises top and bottom halves) as this is moulded in clear plastic! This negates adding the two tiny windows above the rear gunner's position and now you only have to mask off these areas, which is much more preferable. Besides that, wheel well detail is very well rendered, while the bomb bay can be shown open or closed, with

a separate bomb bay door for the open choice, or a single piece if you close them. The 'tunnel' machine guns in the rear fuselage can be shown swung out or stowed, and the doors for these areas are of clear plastic. The engine cowlings are very well done one-piece mouldings! No mention is made of nose-weight as the kit uses a clear tail prop. Three markings options are included: two carry the Olive Drab/Neutral Grey camouflage (one is the venerable 'Flak Bait'), while the other is a natural metal finished aircraft, which has overpainted invasion stripes included as decals. The clear sprue contains a big number of parts and each is very well moulded, although a few had hairline flaws that wouldn't be too noticeable.

Overall, this looks a cracking kit; let's see how it builds...

BUILDING THE B-26

In keeping with convention, the build begins with the cockpit, which basically consists of a floor, two seats, oxygen

cylinders, front bulkhead, control column, central console (superbly moulded in one piece!), and control yokes. Zinc Chromate is called out as the basic interior colour, but I opted for Interior Green although I painted the floor black. In actual fact, the whole cockpit below the window line may have been black, so the choice is yours? All these parts went together fine, while some light drybrushing brought out the superb mouldings, especially those tiny throttle levers on the central console. The only additions were seat cushions made from Milliput and lap straps (ONLY, no shoulder belts) from a Reheat set (#RH02).

The bomb bay is superbly moulded, and goes together well, and here I chose Alclad II aluminium for the basic colour. The bomb bay roof has protrusions which double as wing spars, although I was doubtful on just how strong they would be. After opening up the holes on the nose to accommodate the external gun packs later,

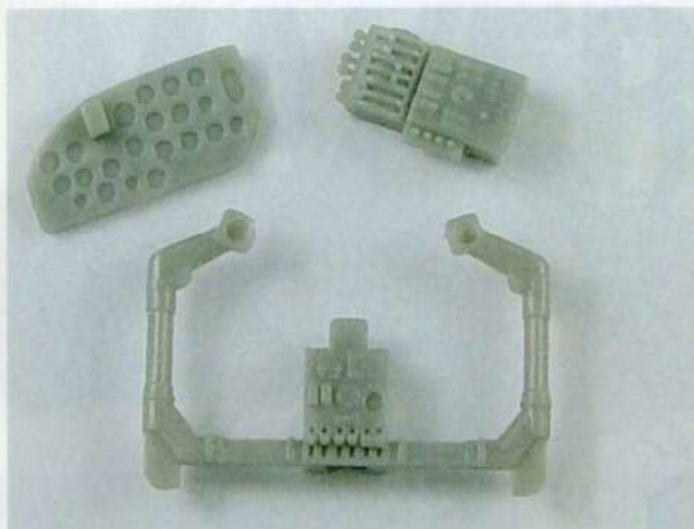
ALSO RECOMMENDED...

- *Aircraft Archive - Bombers of World War Two [B-26A & B]* (Argus Books 1988 ISBN: 0-85242-968-1)
- *Aircraft of World War II* by C. Chant (Dempsey Parr, 1999)
- *Air Fan No. 57*, July 1983
- *B-26 Marauder at War* by R. Freeman (Ian Allan)
- *B-26 Marauder In Action No. 50* (Squadron/Signal Publications)
- *B-26 Marauder Units of the 8th & 9th Air Forces*, Osprey Combat Aircraft No. 2 by J. Scutts (Osprey 1997)
- *Camouflage & Markings No. 14*
- *Icare No. III* (1984)
- *Marauder Men - An Account of the B-26 Marauder* by J.O. Moench (Malia Enterprises 1989 ISBN: 1-877597-00-7)
- *Martin B-26B & C Marauder* by R. Wagner, Profile No. 112 (Profile Publications 1966)
- *Martin B-26 Marauder, Famous Aircraft of the World No. 80 & 126* (Bunrin-do)
- *Martin B-26 Marauder* by F.A. Johnsen, Warbird Tech (Specialty Press 2000 ISBN: 1-58007-029-9)
- *Martin Marauder B-26* by V.C. Tannehill, (Boomerang Publishers 1997 ISBN: 0-96059-006-4)
- *Pilot's Manual for the Martin B-26 Marauder*, Aviation Publications
- *Replic Nos. 34* (June 1994) and *118* (June 2001) *Wings*, December 1994

● Wear the right protective clothing when advised



The basic cockpit components

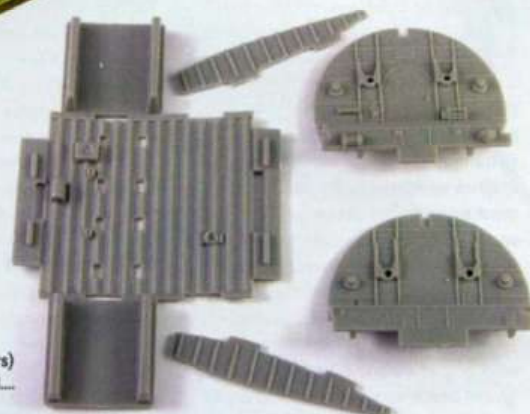


The quality of the mouldings is superb, with finely rendered small details

The fuselage interior...not too long before closing it all in; it almost seems a shame to cover it up!



The bomb bay roof (including integral spars) and bulkheads again have lovely detail...



the cockpit and bomb bay were fitted into place. The rear fuselage is detailed with some bulkheads and the turret ring mount, and the rearmost bulkhead is a clear part (to simulate the bullet-proof glazing), which needs masking off and painting. The instrument panel is supplied as a decal that looks quite good once in place, and after installing

the instrument panel, both fuselage halves were brought together and glued using Tamiya Extra Thin Cement. A few touches of filler were needed to smooth things out in some areas and to fill some slight sink marks. The wings consist simply of top and bottom halves, and the wheel well roofs are very nicely detailed. I opted to add something dif-

ferent to the model by replicating some battle damage (not too much!), and so a few points were thinned out from the inside and then poked through from the outside using a pin. This creates a slight indentation around the hole that reproduced the effect of a bullet going into the aircraft skin. This done, and once the wing joins had been sanded

smooth, the wheel well areas were sprayed with Alclad II aluminium.

The aforementioned tailplane was made up, and the windows masked off (in case I overlooked them later!). This was then fitted to the rear fuselage, and the vertical tail was also fitted in place. The fit of these parts is excellent, although I'm not entirely certain that

STEP BY STEP GUIDE - CLOSE-UPS



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



If opening the tunnel guns, you will first need to paint and attach the doors in the 'open' position as shown here



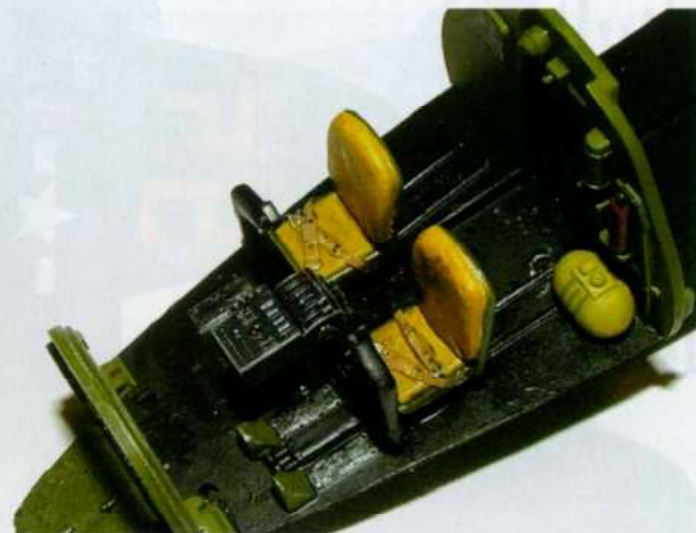
...as do the wheel wells

the shape of the vertical tail is correct as the 'crook' looks a bit too pronounced. I have left it uncorrected here so that you make up your own mind on that one.

The pair of nacelles, including their bulkheads, were made up and sprayed inside with Alclad II aluminium before attaching them to the wings, minus the engines and cowls. The top join

between the nacelles and wings left something to be desired, and some filler was used to help blend things in.

The root ends of the wings were lightly sanded flat on a piece of wet 'n' dry pinned to a board, and I added a few pieces of thick plasticard to the fuselage roots in order to help the join and add some strength. The wings were then joined to the fuselage and



The cockpit area. The seats have been fitted with cushions made of Milliput plus photo-etched lap straps only, as no shoulder belts were used



Here can just be seen the battle-damage (i.e. bullet holes)!

the joints were spot on, although the fit could be a bit sloppy due to the spars not fitting into the wings tightly enough. One at a time, the wings were held in place, and Plastic Weld liberally (but not too liberally or you'll melt the plastic!) run into the join around the root. Plastic Weld dries very quickly but I taped the wing in place and left it aside for an hour before attaching the other

wing. I thought the fabric effect of the control surfaces looked a bit overdone, so this was reduced slightly by sanding. After some rescribing where necessary, everything was masked in preparation for the camouflage.

I used Tamiya Neutral Grey from an aerosol can for the base and priming coats, and after masking off the front of the engine cowls and fuselage band



⚠ Wear the right protective clothing when advised



Below: B-26B-40MA, S/No.42-43304/95, 444th BS, 320th BG, 12th AF, Decimomannu (Sardinia), 1944. Olive Drab/Neutral Grey finish with yellow serials and codes; white spinner and mission markings on nose. Black/white/red sharkmouth motif; yellow band around rear fuselage. US star markings in light colours with repainted darker outline and bars in standard positions; note over-painted original code letter 'L' on fuselage

Below: B-26B-25 Marauder, S/No.41-31788/PN-A, 448th BS, 322nd BG, 9th Air Force. Olive Drab upper surfaces with Medium Green mottling on leading and trailing edges of wings and tailplane and on top of engine cowling and forward fuselage; yellow serials with light grey codes. Early style national markings on fuselage sides, above port and below starboard wings; red spinners



Model AIRPLANE
INTERNATIONAL
Original Artwork by
Richard J. Caruana © MAI 2007

Above: B-26C-45 Marauder, S/No.42-107811/HI-H, flown by Lt Edward B. Fitch, 1st Pathfinder Squadron, 9th Air Force. Olive Drab/Neutral Grey finish with white codes and yellow serials; black/white bands around wings and below rear fuselage. National markings in standard positions

Right: B-26C-45 Marauder, S/No.42-107685/ER-V, 451st BS, 322nd BG, 9th Air Force, Great Sailing, June 1944. Natural metal overall with Olive Drab rear fuselage section, fin and anti-dazzle panels (ahead of cockpit and inside faces of engine cowling); codes in black. White/black stripes around rear fuselage and wings; national markings in standard positions. Yellow rudder and serial on fin; black serial on rudder

B-26B-50 Marauder, S/No.42-95996/41, 438th BS, 319th BG, 12th Air Force, Italy 1944. Olive Drab upper surfaces with Medium Green mottling to leading and trailing edges of wings. Natural Grey undersides. Serials in yellow, codes and name on nose in white; white vertical bar around tail. Yellow spinners

Below: Marauder Mk II, FB590/X, No.24 Squadron, South African Air Force, Italy, 1943. Olive Drab/Neutral Grey finish with codes in light grey and serial in black; 'B' type roundels above wings (RAF style markings with orange centre in place of Ident Red). Unit badge on nose



B-26C-45 Marauder, S/No.42-107798/60, 95th BS, 17th BG, Natural metal overall with black lettering; Olive Drab anti-dazzle panel. Red code and vertical bar around rear fuselage; national markings in standard positions

B-26C-45 Marauder, S/No. 42-107657, Groupe de Bombardement 1/22, operating within the 1st TAF, Italy, Jan 1944. Natural metal overall with black serials; roundels in six positions. Unit badge on nose; note three mission markings and only one side gun pack per side

Here is the filler needed to blend in the top of the nacelles. Careful sanding is needed in order to preserve the moulded details



It is plain to see here that a lot of the wing root is unsupported...



The tailplane in position, the fit is excellent



The vertical fin, note the prominent 'crook'



The airframe assembled with a few areas still to sort out

"I thought the fabric effect of the control surfaces looked a bit overdone, so this was reduced slightly by sanding"

← (under the tail) the red and yellow areas were applied. Once the demarcations between the Olive Drab and Neutral Grey were masked off using 'sausages' of Blu-Tack, the Olive Drab was sprayed on. The tones were lightened here and there (especially on the fabric ailerons, elevators and rudder) to add some variation to an otherwise monotone scheme, and Tamiya Smoke (X-19) was used to add further effect. I used Johnson's Klear as a gloss coat

and once this had dried the decals went on very nicely, conforming well and having good density and register. Some more X-19 Smoke was applied with a fine spray to add a bit more tonal effect.

The undercarriage parts are impressively moulded, and these all went on without any fuss. The two R-2800 engines are superb, but would benefit from further detailing, which I did not do this time as I wanted to keep this build pretty much 'from the box.' The

engines were fitted in place, followed by the cowls (one with battle damage, this time a few holes coming out to indicate parts of the engine system exiting the cowl!) and landing gear and bomb bay doors, and the model was then given a coat of Gunze-Sangyo matt varnish. Unfortunately this varnish dried whitish which was annoying, to say the least, and so I had to lightly reapply some more Klear to eradicate this, which it did but I did not want a shiny B-26! I

therefore lightly reapplied some Vallejo matt varnish to help at least reduce the shine but it still wasn't quite what I wanted...I was caught in the middle and there was precious little I could do about it now. Smoke resulting from the battle damage was replicated by Gunze-Sangyo 'Soot' which is very effective, and fuel streaks were done by using Gunze-Sangyo 'Oil', which has a desirably different sheen in comparison with the rest of the model. Exhaust →

STEP BY STEP GUIDE - CLOSE-UPS



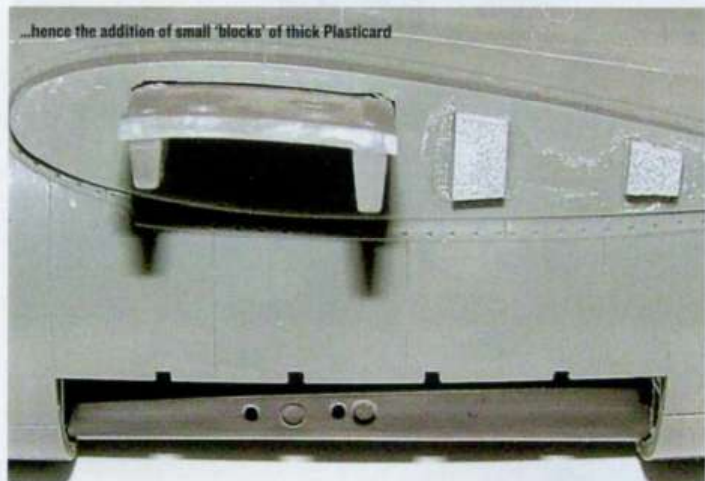
From the box the level of detail inside is impressive



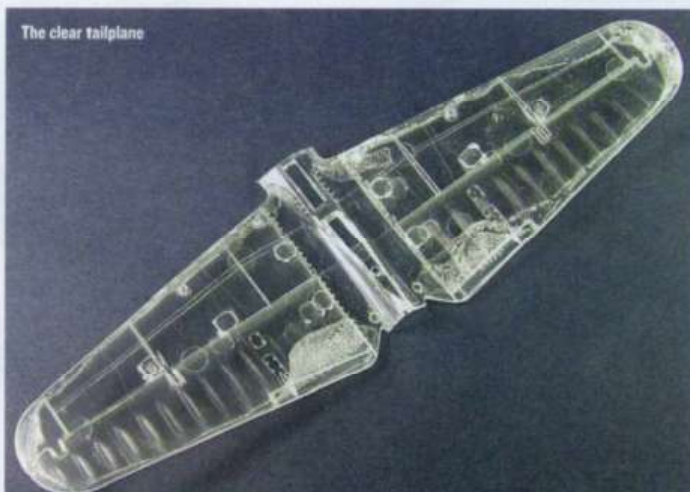
The propeller blades were cut from the boss and reassembled in the feathered position

IT'S TIME FOR A CELEBRATION AS...

...hence the addition of small 'blocks' of thick Plasticard



The clear tailplane



The tail section



These parts needed painting first before applying the camouflage, for my chosen scheme at least

To add a little extra to the kit, without recourse to aftermarket sets, the author opted to depict the aircraft with one engine shot-out. The feathered propeller makes the aircraft look different from the 'norm'



The undercarriage components

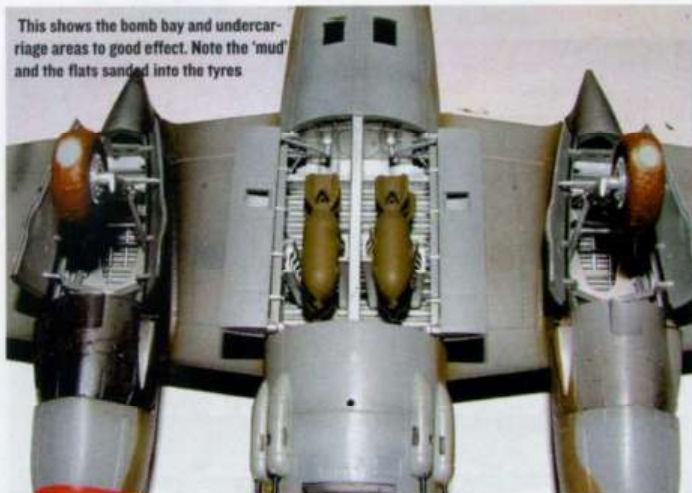


The result of a few well-placed bullets!

staining was carried out using Tamiya black with a touch of X-19 Smoke and XF-64 Red-Brown. Now, the window and nose, turret, tail and cockpit openings Blu-Tack masks were removed and the windows carefully fitted in place. I opted to paint the canopy and nose glazing frames freehand, which wasn't too bad as the frames are very crisply moulded. From my research not all the nose glazing framing was opaque i.e. some pieces of Plexiglas were glued and bolted to the next piece with no metallic structure. The turret is another example of this and so no framing was painted here either. I decided to add an

etched ammunition belt (from Reheat) to the flexibly-mounted nose gun, and then fitted the nose glazing. This part went on very nicely, as did the main canopy, although care does need to be taken when fitting this part. In hindsight it would be better to mask the windows and fix the canopy to the fuselage early on in the construction, as then any small errors can be eliminated. The tail glazing pieces fitted without problem. The turret is nicely detailed, but on fitting it into the fuselage it sat way too low. It would not be easy to prop it up, but as it sat quite tightly in the fuselage opening I used Formula 560 to just glue it in position.

This shows the bomb bay and undercarriage areas to good effect. Note the 'mud' and the flats sanded into the tyres



On the right side of this photo is the propeller that will be feathered. All it needs now is painting, then assembly



Here are the turret and nose glazing

Early on I had decided to inflict battle damage to one of the engines, but in reality the engine would be shut down and the propeller feathered to prevent it from 'windmilling', breaking off its shaft and possibly causing severe damage to the nose of the aircraft. Therefore, the blades of one of the kit propellers were carefully removed from the hub and the end of each blade was drilled out with a 1mm drill. Corresponding holes were drilled into the propeller hub too and after painting the hub and blades, the blades were reattached (facing

directly into the air stream) using brass wire to add strength.

Some paint chipping was simulated using a pencil, and the aerial was fitted just behind the cockpit, along with the pitot tubes to the wings. To round off, Clear Red (X-27) and Clear Green (X-25) were used for the navigation lights, and after making them from small dabs of PVA, Clear Blue (X-23) was used for the formation lights (on the tailplane and just behind the turret).

Note: Later on, I will remove the tail prop and securely anchor the nose down on a permanent base! ■

THE KIT - HIGHLIGHTS



The decal sheet complete with invasion stripes in both white/black and Olive Drab/black



The clear parts are beautifully crisp with superb clarity

FINAL VERDICT

■ This model had not turned out quite as I envisaged due to the problems I had with the varnish, but it would be ridiculous and unforgivable for me to criticise the model for that. The kit is a real beauty, with generally excellent fit (the only ones that really need extra attention are the wing to fuselage join and the tops of the nacelles). It is generally accurate (with the only doubt being the shape of the vertical fin) and well detailed. For around £22 it represents good value for money considering the sheer number of parts in the kit, and I very much doubt this will be the only one I'll build!

Certain areas could have more detail, but these are left open to the aftermarket boys to come up with their goodies, but built pretty much 'from the box' this kit is difficult to fault. A few parts are included which indicate other versions of the B-26, although it remains to be seen which versions will be kitted [The B-26F/G is the next version due from Hasegawa (#E27) in May/June 2007 - Ed]. Nice one Hasegawa, and I look forward to seeing your future Marauders!

Was it worth the effort?

A beautifully designed and executed kit, terrific fun to build and great value for money... highly recommended to all!

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

I must point out that the techniques covered are not the only methods that can be used, rather they are what we other contributors to this magazine. It is important to keep an open mind, and look for alternative options, particularly techniques can be applied to all scales it's fair to say it becomes easier to deal with canopies the larger the scale, i



This F-16 canopy shows three areas that need to be dealt with. Careful removal from the sprue is required and is best done with side cutters. Avoid cutting too close to the canopy, rather leave a stub, which can then gently be removed using files or sanding sticks. The sink marks (caused by ejector pins in this instance) can also be sanded out or, as in this case, removed using a sharp scalpel blade in a scraping motion, taking care to avoid any deep gouges or scratches.



A new scalpel blade has also been used to remove the raised seam again using the same gentle scraping motion as before. Care is taken to restrict the area that is worked on to a minimum, which will aid the polishing process to follow. An alternative option is to use the polishing cloths from the start to remove the seam, however due to the greater amount of plastic to be removed this will take considerably longer.



Following the 6000 grade cloth being used, the seam line and scratched area has pretty much disappeared, although the canopy has not yet regained its clarity



Close-up showing how easily and quickly the scratched area can be repaired. So far the process has taken 5-10 minutes



Before and after photos. Notice the two circular sink marks have also been removed



COMPLETE CANOPIES

Windscreen, canopies, and other clear parts can be one of those areas that can make or break a kit, or even worse kill it dead before completion, the main reason for the problems being that once a clear part is scratched or damaged it can sometimes be difficult if not impossible to repair. The margin for error when working with clear parts is small, and most current kits do not include a spare. In other words if a clear part is messed up, you might be left with a model you can't complete.

BUILT & WRITTEN PETE WENMAN FROM THE UK.

This article will cover the following areas

- Handling
- Removing seam lines
- Dipping
- Masking and Painting
- Fixing in position



The polishing cloths are now used to work the roughened plastic back to a smooth, and consequently clear surface. Wet polishing is preferred and under way in this photo. Wipe the canopy clean periodically with a clean dry cotton cloth to check on progress.



The cloths are used in order starting with the 3600 grade and working up to the 12000 grade, with the polishing action being back and forth (rather than the more usual circular action) with each grade being worked at right angles to the previous. When purchased, instructions are normally contained with the cloths. This photo shows the canopy after about 5 minutes' work with the 3600 and 4000 grade cloths



Not easy to discern in this photo but after work with the 8000 grade cloth the canopy no longer shows any sign of the seam and clarity is being restored.



After being polished with the 12000 grade cloth and buffed with clean dry cotton cloth the clarity of the canopy is fully restored, and possibly better than when it came out of the box

REMOVING SEAM LINES

I can still remember clearly (pun intended) the horror I felt when I inspected the parts of my first modern jet kit, a Hasegawa 1:48 F-16, and discovered a massive seam the entire length of the main canopy part. I subsequently discovered that this seam is a requirement of the moulding process in order to achieve correctly the 'blown' shape of the large one-piece canopies found on current generation jets.

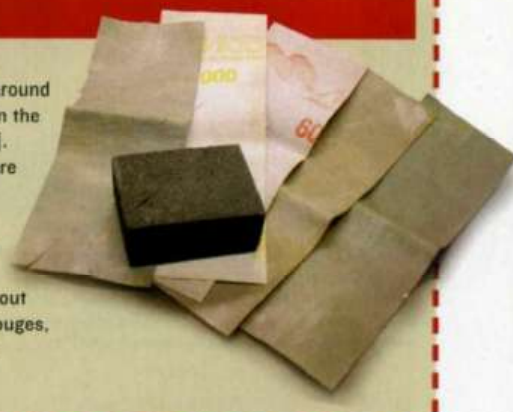
These seams can be removed easily, but this is one of those occasions where having the right tools to hand

makes all the difference. The first point to understand is that clear plastic can be worked in much the same way as normal kit plastic, the only issue being the need to be able to restore its clarity upon completion of the work. The right tool for this job is a set of polishing cloths, although you can also use polishing sticks, (those available in your local chemists, for polishing nails, can be a cheap option).

My polishing cloth set from Micro-mesh comprises 3600, 4000, 6000, 8000, and 12000 grade cloths

plus a foam polishing pad.

[The cloths can be wrapped around the foam pad and then used in the same way as a sanding block]. Different styles of this pack are available but they all do the same thing. Given the fine grades of the cloths it is very easy to remove seam lines from any plastic surface without creating deep scratches or gouges, although it takes a lot longer to achieve than coarser sanding.



HANDLING

In short, don't!

Avoid handling the parts unnecessarily.

Keep them separate from other kit parts in their own plastic bags.

When working with the clear parts ensure the work area is cleared of all harmful glues, solvents, thinners, etc, as this avoids the risk of these being knocked over and potentially damaging the clear parts.

Think through the process before starting to work on the clear parts.

Handle with care. Wearing clean cotton gloves is a good way to avoid fingerprints, grease and other nasties.

Store the clear parts somewhere safe, preferably away from the workbench or in a sealed bag or container to ensure nothing gets on them by accident.

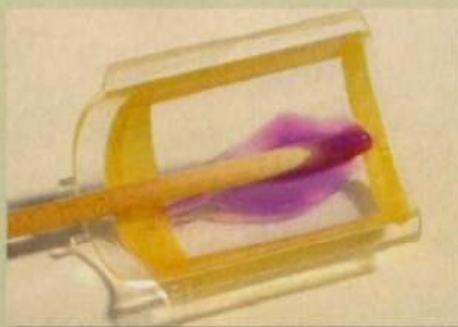
DIPPING

Once polishing of the canopy is complete a further step can be taken to improve (and protect) the finish of the clear part further. It simply involves either dipping or airbrushing the clear parts with an acrylic gloss coat. Not only does this increase the shine of the part, but it also acts as a barrier, which can potentially allow for the removal of subsequent coats if mistakes are made. The only product I have used for this technique is Johnson's Klear (in the UK), also known as Future elsewhere in the world. Despite this being an acrylic floor polish it works well on clear parts. Some people feel that the end result is too shiny and not in scale, however to my mind it enhances the look of the finished aircraft, particularly jets.

To coat the clear parts they can either be dipped in a container of Klear, hand brushed or, my preferred option, sprayed using the airbrush. The Klear does not require thinning, even when airbrushed, but care must be taken not to over apply. Once the coating has been applied let the part drain, most easily done by sitting on a paper towel. If further coverage is required subsequent coats can be applied once the previous coat is dry. If at any time the finish is not to your liking the Klear can be removed by washing/soaking the part in window-cleaning solution (I use Sainsbury's own brand 'Anti-mist Window Cleaner').



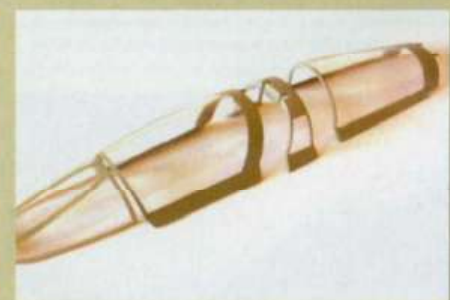
When masking a canopy use thin strips of masking tape to follow the frame outline, particularly when the frame edge is indistinct. The thin strip is easy to control and allows the edge to be followed carefully. Here the complex lines of a F-4 Phantom windscreen have been followed.



In order to hold the part while it is being painted a cocktail stick (or similar) can be stuck to the canopy using Maskol. This can later be removed without leaving any residue



Maskol can then be used to fill the gaps between the masking tape edges, and if necessary the inside of the canopy as well, just leaving unmasked those areas that are to be painted.



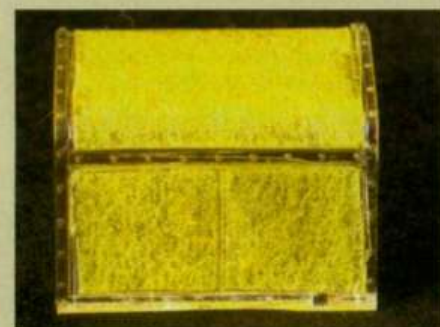
The complete set of F-4 canopies, with masking removed. No clean-up of the clear parts is required, with sharp lines having been achieved, although the frames need to be touched up in a couple of places. This can be done by brush, without the need for further masking.



The complete set of F-4 canopies, with masking removed. No clean-up of the clear parts is required, with sharp lines having been achieved, although the frames need to be touched up in a couple of places. This can be done by brush, without the need for further masking.



The clarity of the clear parts can be seen well here, allowing the detail inside the cockpit to be appreciated.



The scalpel has been used to cut along the canopy edges and the masking tape removed from the framework. The edges are not 100% straight and square though, the result of working freehand when cutting the tape. If the frame dictates, use a straight edge or a length of photo-etched fret as a flexible ruler and/or photo-etched templates for complex curves etc.



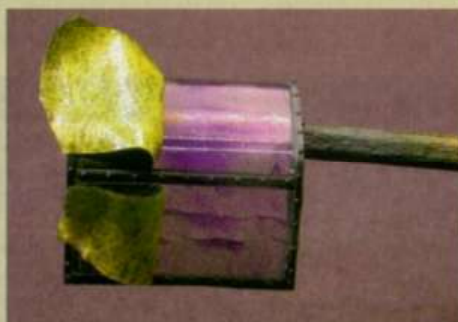
Maskol has been used to mask the inside of the parts, with cocktail sticks again used as handles. *



These two parts have been painted using an airbrush, however a brush can be used as I will now show.



A subsequent coat being applied. Three coats are normally sufficient to produce an opaque finish.



Once the paint is finger dry the masking tape is carefully removed.



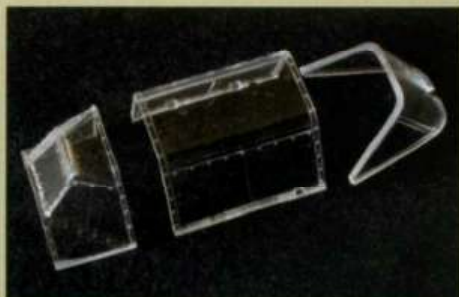
The part now needs to be left overnight to allow the paint to dry fully. Any untidy edges, or unwanted paint, can be removed once the paint is dry by running a sharp blade along the frame edges, then peeling off the paint with the tip of a cocktail stick. Once this is done it can be buffed with a clean dry cotton cloth and a suitable plastic polish to restore its sheen, or dipped in Klear.



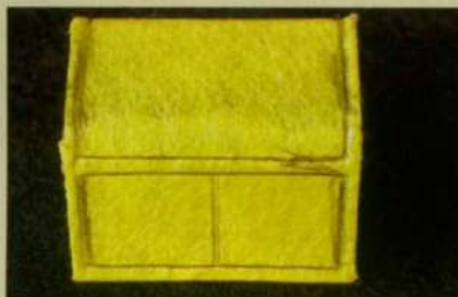
The complete F-4 canopy parts fully masked, mounted on cocktail sticks and ready for painting once the Maskol has dried.



Whether doing this by hand, or by airbrush, it is better to apply several thin coats. This allows for greater control and a gradual build-up of colour. When an acceptable level of opacity has been achieved the paint can be left to dry, before the masking is removed.



If the canopy frame is raised and has a distinct edge an alternative masking method is to cover the entire canopy with masking tape, gently burnishing this down with a cocktail stick or the like and then with a sharp blade use the frame edges as a guide and cut out the various panels



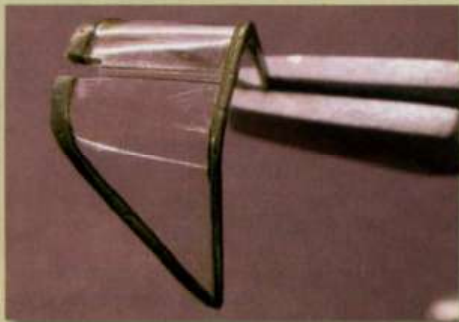
Here the tape has been burnished down into the detail; in order to make the cutting process easier a sharp pencil is used to highlight the edges of the raised framework. Be careful here though, as you can see that the pencil lead thickness has been sufficient to 'blur' the clarity of the frame edges. It is often better to work with a graphic pen (0.1mm) and hold the masked frame up to a light source to see the frames clearly.



The necessary equipment to brush-paint a canopy. The paint is Vallejo Air Colour, which can be applied with a brush, provided several thin coats are applied. This can be advantageous when painting clear parts as the paint can be fully controlled while the opacity is built up as further coats added. A good quality, fine-tipped paintbrush is recommended.



The first coat has been brush applied, and left to dry. This coat is translucent, but will act as a key for subsequent coats.



The hand painted part following the masking having been removed. The colour is a little translucent though, so an undercoat of a suitable primer shade (RLM 02 in this case) would have been better

■ MASKING

Virtually all canopies have a frame that needs to be painted at some stage, and care must be taken to ensure paint does not end up in the wrong place. The best, and in the long run, easiest way to ensure this does not occur is by careful masking of the clear parts, with painting of the frames then either by hand, or again the preferred option, by airbrush. Masking canopies is often tedious and time consuming but the time is well spent. Tamiya tape is what I use for all canopy masking as it is easy to apply, easy to trim, can be burnished down, so preventing paint from bleeding under its edges, but also lifts easily and without leaving a residue when finished with. Eduard has recently started to make pre-cut masks from the same material, and while I have not used them I understand they are very effective.

■ FIXING IN POSITION



1: PVA glue
2: A dab of paint, in this Vallejo Model Air Colour RLM 71
3: Water



Using a paintbrush the glue and a small amount of water are added to the paint. This thins the paint, and allows it to be applied in a controlled manner with the brush. If need be the glue can be further thinned so that it flows and capillary action can be used to draw the glue into small gaps, etc. Not only does this help create the bond, but it also reduces the need to fill any gaps between the canopy and the model.



Using the white glue mix it is a simple matter of painting the appropriate surfaces, in this case on the windscreen and then carefully positioning it. If need be the canopy can be removed, or adjusted as the glue takes some to dry. If you are like me this is a big advantage over the instant stick of superglue.

Cyanoacrylate adhesive (superglue) dries quickly, will join most materials, and can make a strong, although brittle join. However when using on canopies care must be taken as the fumes it gives off as it dries can fog the clear parts. Particular care must be taken if the canopy is to be closed which will prevent the fumes from dispersing into the air, although for closed canopies I can see no reason to use superglue in the first place. For any canopy that is raised (as with the Phantom above) I always use superglue, but for all other clear parts I use PVA (white) glue to fix in place. PVA can be thinned with water and applied very accurately with a paintbrush. Where a strong bond is not required this glue is very forgiving and can be built up with repeated applications to fill any gaps between the clear parts and the remainder of the model. It can also be coloured with any water-based paint, which reduces the need for subsequent painting of the join.



Although shown here with a set of Lifecolor military paints, the customer can request either of the Luftwaffe colour sets (#CS06 or CS07) instead

The new Z Model sets offer a simple all-in-one-box solution

PICK & MIX

Confused about which combination of airbrush and compressor to buy?

This new range of boxed sets may well be the answer...

Today more than ever, the choice of airbrushes and compressors is a bewildering one. Although it is great to have such choice it is obvious from your correspondence and questions at shows that many of you are confused as to what to buy. Probably the most common request is "what airbrush and compressor should I buy?", well thanks to The Airbrush Company a solution is at hand in their new Z Model sets. These sets offer a boxed all-in-one solution consisting of an Iwata compressor and airbrush, Pistol-Grip filter, coiled air hose, Medea Airbrush Cleaner, Premiair Liquid Reamer, Premiair Foaming Cleaner, a boxed set of six Lifecolor acrylic paints and

individual bottles of their black and white paint plus thinners. The latter pack of six colours is 'themed' and can be customised by the customer - those applicable to the aircraft modellers being set #CS06 German WWII Luftwaffe Set 1 or #CS07 German WWII Luftwaffe Set 2. Hopefully some RAF/FAA, USAAF/USN and IJAAF/IJNAF, etc sets will be added soon. ■



■ There are five base sets, one for each type of Iwata compressor as follows:

- Z Model Silver with Silver Jet compressor (£229.99) [see elsewhere]
- Z Model Sprint with Sprint Jet compressor (£279.99) [see elsewhere]
- Z Model Smart with Smart Jet compressor (£314.95)
- Z Model P-Lite with Power Jet Lite compressor (£359.98)
- Z Model Power with Power Jet Pro compressor (£439.99)

■ All of the above contain the Iwata Revolution airbrush as standard, but you can upgrade this to any airbrush within the Iwata range at extra cost by using the upgrade codes below:

- Z Model Upgrade ECL - Eclipse BS/CS/SBS/BCS add £25
- Z Model Upgrade HP - HP-B Plus or HP-C Plus add £65
- Z Model Upgrade SB - HB-SB Plus add £94
- Z Model Upgrade HI - Hi-Line BH or CH add £86
- Z Model Upgrade TTR - Revolution TR1 or TR2 add £80
- Z Model Upgrade CMCP - Custom Micron C Plus add £210.00

Z Model Sprint (£279.99)

This is the next step up in the range and it contains the Sprint Jet compressor. This compressor is heavier duty than the Silver Jet and although not as 'pretty' it does have a more robust, separate analogue pressure gauge/regulator and moisture trap.

The Silver Jet, although the simplest of Iwata compressors is certainly one of the smartest looking. Proving that compressors don't have to be bland!

Everything is securely packed, with all you see here supplied in one big box.



Z Model Silver (£229.99)

This is the starting point in the range and it contains the Silver Jet compressor and the option of one of three Revolution airbrushes - the Revolution BR (1.8ml gravity feed paint cup), Revolution CR (9ml gravity feed paint cup) or Revolution BCR (56ml suction feed paint bottle). The former option is the 'standard' in the set, and the latter option is not really recommended for use with the Silver Jet compressor.



As you can see each set is comprehensive, with airbrush, air hose, two types of airbrush cleaner, reamer and a boxed set of Lifecolor acrylic paints plus their black, white and thinners

■ For further details contact: The Airbrush Company Ltd, Marlborough Road, Lancing Business Park, BN15 8UF, United Kingdom Tel: 08700 660 445 www.airbrushes.com

WRITTEN BY RICHARD J. CARUANA FROM MALTA

LAST OF THE CURTISS HAWKS

Following its humiliating baptism of fire with the USAAC, when more than half of those stationed in Hawaii were destroyed at Pearl Harbor, the P-40 rose from the ashes to become one of the most important weapons in the Allied arsenals during WWII

Developed from the Hawk 75 the P-40 represented a major leap forward, bringing fighter design across the Atlantic to a level on a par with that of European manufacturers and siring a series of excellent fighting machines built in considerable numbers. Although the Hawk 75 was considered obsolete by the time of the Pearl Harbor attack of December 1941, it was to see a reasonably successful fighting career with the French, both on the Western Front and, later, with the Vichy Air Force. Known in US service as the P-36A, it had by that time been relegated to secondary roles. With the availability of the Allison liquid-cooled in-line engine in 1937, the Curtiss Aeroplane Division (Curtiss-Wright) embarked on its experimental installation in place of the Pratt & Whitney R-1830-13 radial that powered the P-36. Work on the tenth P-36A off the production line began in March 1938 under the direction of Chief Engineer Donovan

R. Berlin. Curtiss received a firm order from the United States Army Air Corps (USAAC) on 30th July 1938, involving the installation of the Allison V-1710-19 (C-13), rated at 1,160hp for takeoff, under the designation XP-40.

Apart from the new engine cowl and its related cooling system, the XP-40 was practically identical to the Hawk 75. Even the armament installation remained the same, consisting of one 0.50in (12.7mm) and one 0.30in (7.62mm) machine gun above the engine. This enabled work to proceed rapidly at the Buffalo (New York) factory and the first flight took place on 14th October 1938. The prototype only managed a top speed of 299mph (481km/h) compared to the 350mph (562km/h) that the design team had estimated. Through the simple modification of moving the belly radiator to below the engine cowl maximum speed rose to 342mph (550km/h). Trials at Wright Field were carried out between the Lockheed XP-38, Bell XP-39, and

Curtiss XP-40, all representing fighters that were to attain large scale production even though it was the Curtiss design that was declared outright winner in January 1939. A contract for 524 P-40s was received on 27th April 1939, followed by a series of modifications to bring about overall improvement, with first examples leaving the production line in May of the following year. Apart from these aircraft, officially bearing designations P-40A, P-40B and P-40C, Curtiss supplied a further 1,180 examples to the Royal Air Force (RAF) under the designations Tomahawk Mk I, Ia, Ib, IIa and IIb. Other users included the Royal Egyptian Air Force, the Turkish Air Force, and the Soviet Union.

A THIRD GENERATION

By the spring of 1941, production of the 'second generation' Curtiss Hawks had come to an end as the P-40D appeared, powered by the new 1,150hp Allison V-1710-39 Model F engine. This new powerplant was tested on a

completely new aircraft, the XP-46A of which two prototypes were ordered on 29th September 1939. Rather than waste precious time and resources on a completely new fighter, the USAAC decided to drop the XP-46A in favour of a similarly-powered version of the P-40, especially as the new experimental fighter, which flew for the first time on 15th February 1941, had performed well below expectations. Even before the first P-40D had been completed, the RAF had placed an order of 560 examples under the designation of Kittyhawk Mk I and this was followed by the improved P-40E, which became the Kittyhawk Mk II. With the P-40F came a change of engine, the Packard Merlin; although it was planned that this would become the Kittyhawk Mk III, the type never saw service with the RAF. Next in line of the P-40 development was the 'K', originally destined for the Soviet Union under the Lend-Lease agreement and this version reverted back to the Allison V-1710-73. Only 21 examples of the latter were to serve with the RAF as the Kittyhawk Mk III while the USAAF took delivery of some 1,300 fighters.

ENTER THE P-40N

The P-40L and M were produced in parallel: the former being a stripped-down lightweight version while the latter was similar and specifically produced for the RAF. The P-40M that appeared in November 1942 was powered by an Allison V-1710-81 and although similar to the 'L' it was armed with six wing-mounted guns and was to see wide use with the RAF, Royal Australian Air Force (RAAF) and Royal New Zealand Air Force (RNZAF) as the Kittyhawk Mk III.

The P-40N was the last of the long line of 'Hawks' produced by Curtiss during the Second World War and was also to see service with Commonwealth Air Forces as the Kittyhawk Mk IV. By summer of 1943 the P-40's performance had begun to suffer compared to fighters it had to face in combat



Skull-decorated noses immediately identify these P-40Ns as belonging to the 85th Fighter Squadron seen here at Nagahalli airfield, in India, in May 1944 (R.J. Caruana Archives)



ABOVE: Kittyhawks Mk IVs of No.78 Squadron, Royal Australian Air Force, whilst on Morotai Island in 1944, identified by their 'HU' codes. Note the quick identification markings applied in this theatre of operations, including white tail section and wing leading edges (R.J. Caruana Archives)

– and even of those on the Allied side, especially the North American P-51 Mustang. It was therefore decided to overhaul the whole structure of the P-40 in an effort to improve its performance and combat capabilities. At first it had been projected to power the new fighter – of which 1,500 examples were on order – with the Packard Merlin under the designation of P-40P. Shortages of Merlin engines forced the cancellation of this model and the P-40N appeared instead powered by the 1,200hp Allison V-1710-81. Apart from having a lightweight structure similar to that of the 'L' and 'M' it was lightened further through the elimination of two of the six wing-mounted guns. Smaller and lighter main undercarriage wheels were installed and radiators and oil coolers were manufactured in aluminium. Notwithstanding the re-introduction of head armour plating a considerable saving in weight had been achieved which, along with the higher-powered Allison engine, resulted in a considerable gain in overall performance; in fact, the P-40N was the fastest version of the whole series. It was also to be the version to enjoy the widest production, with 5,200 examples being built before the Curtiss Warhawk line was closed down.

The P-40N-1 appeared in March 1943 and thanks to its light weight and superb power was intended as a high-altitude interceptor. Maximum speed at 10,500ft was 378mph carrying 122 gal-



ABOVE: 'Gloria Lyons' (NZ3140) is an early Kittyhawk Mk IV (P-40N-1) as can be noticed from the framed canopy and teardrop side windows instead of the later frameless hood and extended glazed rear section. It was photographed on Christmas Eve of 1943 at Rabaul (R.J. Caruana Archives)

lons of internal fuel and it had a service ceiling of 38,000ft. The 400 examples of this initial version of the P-40N could attain 15,000ft in 6.7 minutes and were armed with four wing-mounted 0.50in machine guns. The original standard cockpit canopy was radically modified on the P-40N-5 with the introduction of a frameless rear-sliding hood and a long transparent section aft, a feature that was retained on all other production blocks of the 'N'. Another significant feature was the return to a full six-gun wing armament, as the previous version was considered 'under-armed' by its pilots. Underwing pylons for bombs or fuel tanks were also fitted. Such an

increase in weight meant that top speed fell to 350mph at 16,400ft. A field modification for the 'N' was possible so that reconnaissance cameras could be fitted in the fuselage. Such modified examples were designated P-40N-6. The P-40N-10 was a 'winterised' version and reverted to the four-gun wing, enabling it to climb faster than its predecessor. It was back to six guns on the P-40N-15, while the P-40N-20 was re-engined with the Allison V-1710-99 fitted with an automatic engine control unit. The P-40N-25 introduced non-metal self-sealing fuel tanks and also featured a revised instrument panel. Next in line was the P-40N-26,

which in fact was a P-40N-5 fitted with reconnaissance cameras. Three two-seat conversions were produced under the designation of RP-40N-26. An order for 1,000 was placed on 14th February 1944, broken down into equal amounts of P-40N-30s and -35s. Another 1,000 examples were ordered as late as 30th June 1944 under the designation of P-40N-40, although this order was later cut back to 220 aircraft. These were powered by the Allison V-1710-115, which produced 1,360hp, and featured metal-covered ailerons. The last of this batch, and the last of 13,739 'Hawks', left the production line on 30th November 1944. ■

HISTORICAL FEATURE

CURTISS P-40N WARHAWK

P-40N, '16', flown by Capt. Nathaniel H. Blanton, 7th FS, 49th FG, New Guinea, June 1942. Olive Drab/Neutral Grey finish with white tail section and wing leading edges; mid-blue/white spinner and rudder. Code on nose in white; national markings in standard positions



Model
AIRPLANE
INTERNATIONAL
Original Artwork by
Richard J. Caruana © MAL 2301

P-40N-5-CU, S/No.42-105711/17, 502nd FS, Napier, 1942. Olive Drab/Neutral Grey finish with yellow codes and serials; national markings in standard positions



P-40N-1, 210/73, 80th FS, 85th FG, 10th Air Force, Tingwak Sakan (Burma) 1943. Standard finish with Middle Green mottling on leading edges of flying surfaces. '210' in black on fin; national markings in standard positions



P-40N, '57', 'Squirrelbait' flown by Capt. Richard J. Vorda, 8th FS, 49th FG, New Guinea, 1943. Mid-Stone/Dark Green/Azure Blue finish with white tail surfaces; black checkerboard on fin. White/yellow spinner with white backplate; '57' in yellow. Name in yellow, thinly outlined in white; national markings in standard positions



Curtiss P-40N, '239' 'Margie', 25th FS 51st FG, 14th Air Force, USAAF. Olive Drab uppersurfaces with Medium Green mottles on tail, and Neutral Grey undersides; white serial on fin. White spinner with two black bands; red/white/black sharkmouth on cowl. National markings in standard positions



P-40N-25, S/No.43-24380/10-B, 398th FS/368th FG USAF, Hamilton Field, 1944. Natural metal overall with black anti-dazzle panel and all lettering; red spinner, fin tip and fuselage band (the latter outlined in black). Unit badge on engine cowl



P-40N-15-CU, '55', 'Kay the Strawberry Blonde', flown by Lt. Sammy A. Pierce, 8th FS, 48th FG. Olive Drab/Neutral Grey finish with white tail unit; orange spinner, '55' on nose and rear fuselage stripe (indicating Flight Leader). National markings in standard position



P-40N-20-CU, S/No.43-23194/34, 7th FS, 49th FG, Middleburg Island, New Guinea, 1944. Natural metal overall with white tail surfaces and wing leading edges; yellow/blue spinner and tail fin/rudder top. Lettering in black; markings in standard positions. Olive Drab anti-dazzle panel



P-40N-20-CU, S/No.43-23266/194, 'Lope's Hope', flown by 1st Lt. Don S. Lopez, 75th FS, 23rd FG, China, summer 1944. Standard finish with Medium Green mottling on tail edges; white spinner front, name above exhaust stacks and code on fin. Two victory markings below windscreen; national markings in standard four positions



P-40N-20-CU, P-11461/660, flown by Lt. Col. William Reed, C.O. of the 7th FS, 3rd FG, Chinese-American Composite Wing, Liangshan, China, August 1944. Olive Drab/Neutral Grey finish with white spinner front; Chinese national markings in six positions; black/red/white sharkmouth motif. 'Boss's Hoss' on port and 'Jug's Plug' (see scrap view at left) on starboard in white. Pilot's name in white below windscreen together with 14 victory markings



Kittyhawk Mk IV, NZ3148 (P-40N-1, S/No.42-104752), 'Gloria Lyons', No. 18 Squadron, RNZAF, late 1943. Olive Drab/Neutral Grey finish with white spinner and tail section; white bands ahead and aft of cockpit. National markings in six positions, those on fuselage outline in yellow; serial in black. Name on nose in white with black shading

G "Gloria" LYONS



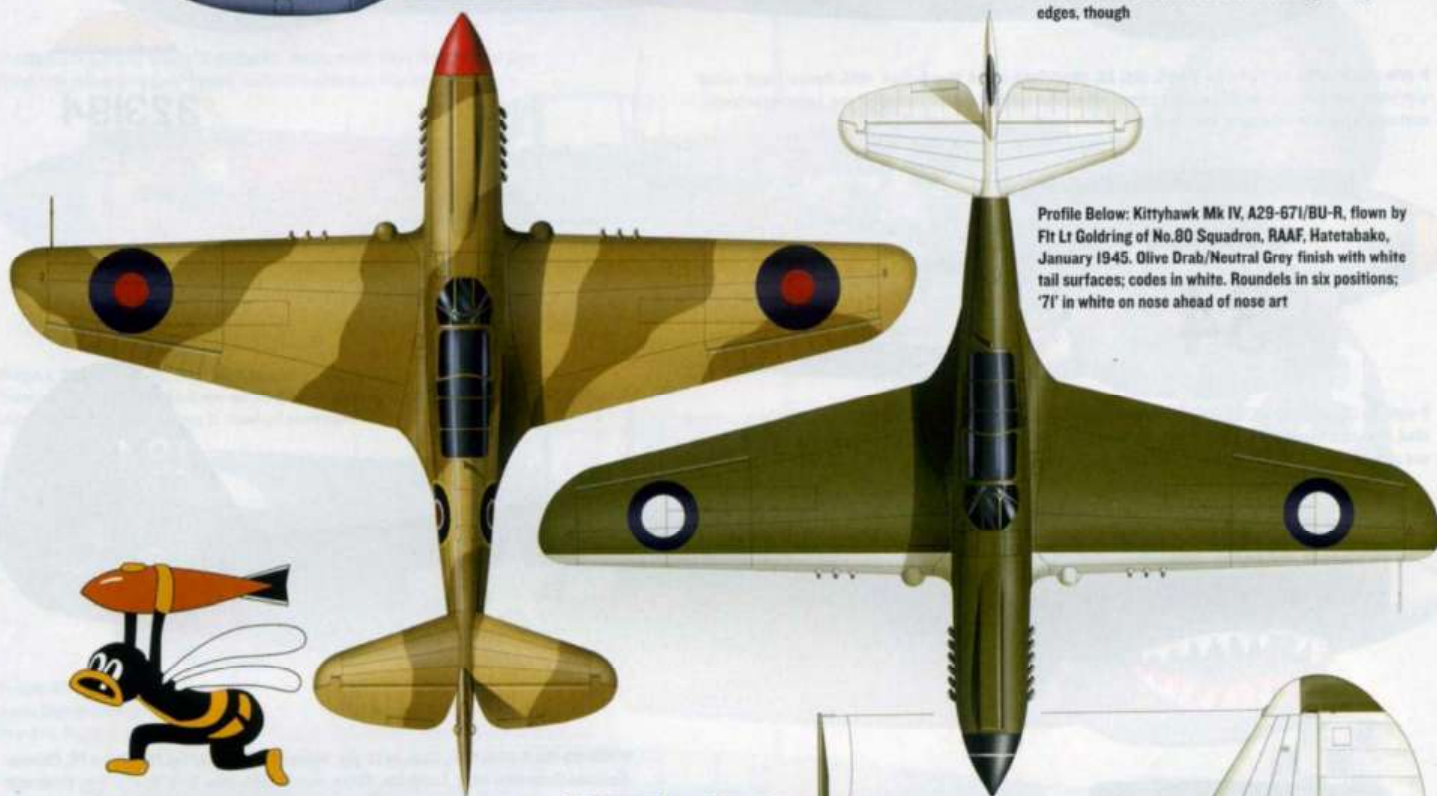
HISTORICAL FEATURE

CURTIS P-40N WARHAWK

Curtiss Kittyhawk MkIV, FX740, flown by Sgt Plt G.F. Davis, No.112 Squadron RAF, Cuttella/Sant'Angelo (Italy), March 1944. Dark Earth/Mid-Stone/Azure Blue finish with white codes and black serial; 'B' type roundels above wings. Black/white and red sharkmouth marking around nose; Ident Red spinner. See also upper surface camouflage pattern in the plan view below

Model
AIRPLANE
INTERNATIONAL
Original artwork by
Richard J. Caruana © MAI 2007

Typical upper surface markings position for RAAF P-40Ns. Not all aircraft had the white wing leading edges, though



Profile Below: Kittyhawk Mk IV, A29-671/BU-R, flown by Flt Lt Goldring of No.80 Squadron, RAAF, Hatetabako, January 1945. Olive Drab/Neutral Grey finish with white tail surfaces; codes in white. Roundels in six positions; '71' in white on nose ahead of nose art



Above: Kittyhawk Mk IV, A29-607/BU-G, flown by Sqn Ldr J.L. Waddy, No.80 Squadron, RAAF, Labuan (Borneo), 1944. Olive Drab/Neutral Grey finish with white tail unit and wing leading edges. Codes in light grey, serial in medium grey; roundels in six positions. '07' in white on nose; 18 victory markings with 'VE' in white below

Kittyhawk Mk IV, A-29-844/FA-E, No 82 Squadron RAAF, Labuan (Borneo), 1944. Olive Drab/Neutral Grey finish with white codes; red/white checkers along top of fin/rudder. Serial in Neutral Grey; roundels in six positions





P-40N, FAB-4079/1, flown by the C.O. of 1/14e GAV, Pampa Squadron, Brazilian Air Force, October 1953. Natural metal overall with black anti-dazzle panel; dark blue/white/mid-blue/red spinner and rear fuselage band. National markings in six positions; green/yellow rudder stripes. Serials and codes in black



P-40N-5-CU, 663/13, flown by Cpt Want Kuang Fu, Laohow, China, January 1945. Olive Drab/Neutral Grey finish with black/white/red sharkmouth motif; white serials and codes. National markings in six positions; name above engine cowlings in red



Kittyhawk Mk IV, C3-503, 'Wham Bam!', No.120 Squadron, Netherlands East Indies Air Force (NEIAF), Merauke, Dutch New Guinea, 1944. Olive Drab/Neutral Grey finish with red spinner; serial above engine exhaust stack in white. National markings in six positions; name on nose in white



Kittyhawk Mk IV, 'H', 'Snafu', No.120 Squadron, Netherlands East Indies Air Force, Merauke, Dutch New Guinea, late 1944. Olive Drab/Neutral Grey finish with white spinner; code 'H' in orange. National markings in six positions; name in white on nose



P-40N, 326, No.120 Squadron, NEIAF, Biak, 1948. Natural metal overall with red spinner; black lettering. National markings in six positions, with red segment always facing outboard of wings



P-40N, 7223/8, No. 2 GvIAP, Northern Fleet Aviation, late 1943. Olive Drab/Neutral Grey finish with white/red spinner; code in white, serial in black at base of fin. Red stars on fuselage sides outlined in white, repeated in red only below wings; black/white motif on vertical tail surfaces. Slogan below cockpit reads 'For Safonov'





BUILT & WRITTEN BY PIERRE ALAN LAMBERT FROM FRANCE

CRETAN CORSAIR

An encounter with a low-flying pair of Greek AF A-7s, the availability of the Hasegawa 1:48 kit in a Revell box and the release of Aires detail sets all lead to me adding a highly detailed SLUF to my collection at last!

A tiny beach on the southern coast of Crete, on an early summer morning, somewhere behind the horizon lies the coast of Libya. A dull rumble rises in the distance, and increases as two black spots appear, skimming above the waves. As they get closer, they reveal the characteristic silhouette of two A-7s that are not flying higher than 100ft, and they are coming right in our direction. Suddenly, the lead aircraft banks to the left in a high-G turn, generating vapour clouds on its upper surfaces as the boundary layer separates in the damp sea air, and then pursues a flightpath parallel to the shore. At the same time the second aircraft crosses the beach just above our heads, so low that its load of four Mk 20 Rockeye cluster bombs is clearly visible under the light grey wings, as is the belly blurred with dark stains. Within seconds, it pulls in a steep climb to avoid the mountain behind us, rolls inverted to jump over the mountaintop and dives into the valley on the other side, disappearing from sight...

When Hasegawa first released its 1:48 LTV A-7 Corsair II series back in 1987, the modelling community praised these kits as some of the best ever produced. I personally remember the mix of excitement and disappointment I felt when I read the reviews and saw the first builds of the A-7E, as I was engaged at that very moment in long and painful re-engraving work on an antique Esci version! Almost twenty years later, my Esci kit still lays in its dusty box on top of a shelf, while I have already completed a couple of the Hasegawa examples... How merciless technological progress can be sometimes! Recently Revell have re-reissued the E version (save for the photo-etched frets), giving European modellers more economic access to what remains, in my opinion, the best replica of the SLUF in any scale. My encounter with the Greek aircraft some years ago and the recent release of the Aires detail sets were enough to make me build yet another one.

A BRAND NEW COCKPIT

The reason why Aires moulded the cockpit sidewalls in one piece with the

tub and consoles is a mystery to me. This certainly reveals a great mastery of resin casting, but creates a real nightmare when it comes to masking and painting. This cockpit set is by far the best I have seen anyway, and only requires very careful painting in order not to cover up all that crisp detail. The cockpit painting technique I use is basically the same as described by Jeroen Veen in Issue 10, although I do not resort so intensively to drybrushing on modern subjects. The seat fabric areas (cushions and belts) are painted with Humbrol paints (yes, good ol' Humbrol, as contrary to a growing community of fellow modellers I was never a true addict of acrylics!), which I mix with either black or white oil pigments to enlarge the range of shades available and slow down their drying time. This allows extra time to blend the shades and to emphasize raised and recessed details, somewhat like figure painters do.

Aires provide all the photo-etched details needed for the canopy hinges, handles and mirrors; they only need some grey drybrushing after a coat of

MODEL INFO

SPEC: Revell 1:48 LTV A-7H Corsair II
KIT NO.: 04563 **MATERIALS:** IM
AVAILABILITY: Currently Out of Production **PRICE GUIDE:** £N/A

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Araldite 2-part Epoxy cement
- Tamiya Extra Thin Cement
- Tamiya Putty
- Tamiya masking tape
- Humbrol Maskol
- Sidecutters
- Bare-Metal Foil 'Chrome'
- Sanding sticks & files
- Johnson's Klear
- Micro Set & Sol decal solutions

Accessories Used:

- Aires #4147 A-7E Corsair II Cockpit Set
- Aires #4202 A-7E Wheel Bays
- Eduard #EXQ25 Express Masks for A-7D/E Corsair II
- Hasegawa #X48-1 Aircraft Weapons: A

Decals Used:

- Icarus Decals #48002 Hellenic Air Force Jets Pt.1

Paints Used:

- AeroMaster Aircraft Colors acrylic: 1003 Flat Clear
- Gunze Sangyo Aqueous Color acrylics: H58 Interior Green, H77 Tire Black, H90 Clear Red, H94 Clear Green, H95 Smoke Gray, H303 Green FS34102, H309 Green FS34079, H310 Brown FS30219

- H311 Grey FS36622
- H317 Dark Gull Gray FS36231
- H329 Yellow FS13538

- Humbrol enamels: 11 Silver, 16 Gold, 28 Camouflage Grey, 32 Dark Grey, 66 Olive Drab, 85 Coal Black, 90 Beige Green, 121 Pale Stone

- Tamiya acrylics: X-1 Black, X-2 White



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



Weathering is one of the main things with the A-7H, as all Greek AF examples seem to suffer from extensive fading and other wear and tear

ALSO RECOMMENDED...

Lefranc & Bourgeois artist's oil paints:
Titanium White
Burnt Umber
Mars Black

References

- Air Fan no. 189 (August 1994)
- A-7 Corsair II In Action No.120 (Squadron/Signal Publications)
- A-7 Corsair II, In Detail & Scale Vol.9 (1988), Vol.22 (1986) & Vol.40 (1993)
- LTV A-7 Corsair II Part I - The SLUF in US Navy Service by W. Münzenmaier (AirDOC 2006 ISBN:3-935687-12-5)
- Model Airplane International Vol.1 Iss.7 (February 2006)
- Sluff A-7 Corsair II by David F. Brown (Concord Publications 1997)
- Vought A-7 Corsair II by Robert F. Dorr (Osprey Publishing)

Dimensions

Span - 38ft 9in (11.81m), with wings
folded 23ft 9in (7.24m)
Length - 46ft 1 1/2in (14.06m)
Height - 16ft 3/4in (4.90m)

Dimensions - 1:48

Span - 246mm
Length - 292.9mm
Height - 102mm

⚠ Wear the right protective clothing when advised

"My encounter with the Greek aircraft some years ago and the recent release of the Aires detail sets were enough to make me build yet another one"

Adding the Aires sets give a lot of extra 'interest' to the model as does all the ordnance courtesy of the Hasegawa weapons sets

← matt black. The transparent parts are just perfect and were only dipped into Future (Klear) after polishing with a soft cloth. They were painted with the help of Eduard Express Masks as these really save time, though afterwards I had to reduce the width of the pale yellow borders on the windshield with a toothpick for more realism.

UNDERCARRIAGE

The Aires undercarriage bays are true resin-casting masterpieces too, with nearly all cables and piping detail provided. After a gloss base coat of

Tamiya X-2 White, the challenge is once again to find a way to enhance all the crisp detail with a medium brown wash without giving a 'muddy' impression that would ruin the detail. My technique is to use a fine brush (No.0) to allow the least paint possible to flow into the recesses, then wait about one minute and gently wipe out the excess with a clean No.2 brush dipped in pure thinner. This is a task that requires care and patience, however, so don't hurry! The technique also makes drybrushing unnecessary, something I never managed to achieve correctly with white

anyway!

Being a shore-based aircraft, the A-7H is basically an A-7E with a modified undercarriage. Thus, the launch bar on the front gear is deleted; the main undercarriage has the wheels and more powerful brakes of the A-7D, and the landing lights are moved from the starboard main undercarriage door to the front leg. All these modifications must be made from scratch, as the Revell boxing does not provide the A-7D optional parts - except the front landing gear lights. The front gear strut (steerable) part was drilled and

carved, and details of its internal reinforcement structure were added with styrene strips. Apart from the usual tyre tread engraving and weighing, I had to change the mainwheel hub details to conform to the A-7D/H style, and I also scratch-built their more prominent braking system. As always, the oleo struts chrome parts were covered with Bare-Metal Foil 'Chrome'.

AIRFRAME & WING ASSEMBLY

Open avionics bays are commonplace on parked A-7s, and Hasegawa provide a fair base for those. I detailed them

STEP BY STEP GUIDE - BUILDING



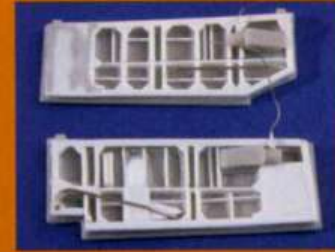
The engine nozzle is painted with an acrylic mixture of brown, grey and steel, and weathered with various shades ranging from soot to pure white. The turbine exhaust face is dry-brushed with a mix of black oil paint and Humbrol II Silver. The fuselage inside colour is a mix of Gunze yellow and H58 Interior Green, post-shaded with white. The structural reinforcements have received a wash of medium brown



The Aires resin parts fit very well into the fuselage halves with minimum trimming, even for the front gear well that conforms perfectly to the intake duct once the original surface details have been removed



The open avionics bays are a welcome feature of the Hasegawa/Revell offering, but the doors provided need some reworking with styrene strips to match accurately the complex internal structure, showing the limits of traditional high-pressure plastic moulding techniques. The cooling fans are complemented with their electrical connections



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



a little with various wires, cables and electric connections, and a careful paint job with the Humbrol paints did the rest. The bay doors supplied in the kit have slightly recessed details that only partly matches the complex internal structure, so I decided to reproduce it with strip styrene in order to make it look more three-dimensional. The cannon gas vent and its piston-actuated door is also a prominent feature of the Corsair II. I wanted something more realistic there too, so I hollowed out the fuselage recess and added some scratch-built elements. I also spent a couple of

evenings representing the complex internal structure of the vent door, using 0.27 x 0.75 mm styrene strips.

The main external difference between the standard USN A-7E and the Greek A-7H is the lack of refuelling probe on the latter, as the Polemiki Aeroporia did not feel the need for this equipment when they ordered the type in 1977. On the A-7H, the refuelling probe housing is faired over with a rectangular shaped cover that is very simple to reproduce with a 1mm thick styrene strip cut to shape. There is no pitot tube on the right side of the wind-

screen either, so the corresponding hole must be filled. The ribs (wiring housings) that protrude along each fuselage side are specific to the E and H versions of the A-7. In their original A-7E boxing, Hasegawa included a photo-etched fret providing the wider plate clearly visible all along those ribs' bases. As Revell did not reissue the photo-etched details, I had to make those plates in sheet styrene, using the provided ribs as a rule.

Hasegawa must be commended for providing everything in order to ease the build of folded wings, including quite accurate fold-mechanism

parts. But if you want to represent the unfolded configuration, that's another story. I certainly faced the trickiest part of this build there, as I glued the under and lower halves of each wing together before mating the fixed and folding halves, but this still resulted in a tedious amount of adjustment and alignment and the use of metal rod stiffeners, Tamiya putty and a large amount of swearing! If you go for the unfolded option I would strongly recommend that you glue the upper fixed and folding halves on upper and lower halves, and then (and only then!) ➔



The avionics bays before and after painting. Some of the moulded electric lines had to be removed and replaced by copper or tin wire for more realism. On the flat parts of the bay doors, the colour difference noticeable on the riveted areas was reproduced freehand with a brush, giving an anaesthetic brilliancy that will hopefully disappear after a coat of matt varnish



Prior to painting the black areas of the Aires cockpit tub, masking was a tough job as the sidewalls do not come as separate elements. This also complicates the sidewalls and consoles detail painting afterwards

"My encounter with the brush started ten years ago and the recent release of the Aires cockpit sets were enough to make me build yet another."



STEP BY STEP GUIDE - COCKPIT INTERIOR & UNDERCARRIAGE



The now well-known technique of photo-etched with acetate printed dials is the fastest way to achieve a very realistic instrument panel. Everything is provided in the Aires set, making extra photo-etched accessories unnecessary. Still, the ability of photo-etch to represent raised details is rather limited and I had to add a couple of knobs using styrene strips, as they are very prominent on the real thing.

The Aires cockpit set is now ready for assembly. Very little detail was added, and a cautious paint job is all it needs for a very realistic rendering. Be careful, however, not to overdo your detail painting and watch your photographic references carefully, as it could turn into a 'Christmas tree' effect in the twinkling of an eye.

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



From this side you can see the open avionics bay and the additional details added to the nose and main wheel bays. The stance of the A-7 always looks 'overweight' though!



glue the upper and lower assemblies together. The wingtip navigation lights were hollowed out and replaced with bits of clear sprue carefully filed and sanded to shape.

EXTERNAL LOAD

The Corsair II has a well-deserved reputation for being a 'bomb wagon', as it can carry up to seven tonnes of ordnance, more than twice the maximum load of a B-17G! However, in everyday peacetime life the operational loads are rather limited. I considered arming my A-7H with a couple of Mk 20 Rockeyes, but I found my Hasegawa Weapons Set A boxes short of those, so I chose a more classical set of four Mk 82 'Slicks' mounted by pairs on TER racks under stations 1 and 8. External fuel tanks seem to be mounted almost permanently on Greek A-7s, and I opted for different paint schemes for each as

shown in Air Fan magazine photos. Of notice is the heavily weathered, overall light grey starboard tank, with a tail unit seemingly borrowed from a spare example painted in two colours. Leaving stations 2 and 7 devoid of any stores calls for some detailing, so they were carved to match the skin thickness and various connection ports were drilled into them.

PAINTING & WEATHERING

Hellenic fighter aircraft are a real delight for those who love worn and battered paint schemes, as it seems the Greek military have a real skill to turn dirt, leaks and paint patches into an art in itself. Even the brand new F-16C/D Block 52+ aircraft that replaced the A-7Hs at Souda Air Base a couple of years ago are already nearly as dirty as their veteran forerunners.

I never was a great fan of pre-shad-



The front gear strut is a bit simplified, particularly the steering part that I had to hollow out and detail with styrene strip. The landing lights are moved to the front gear on the A-7H, and fortunately the corresponding part is provided in the kit as the clear sprue is common to the original Hasegawa E and D examples



The front gear strut is a bit simplified, particularly the steering part that I had to hollow out and detail with styrene strip. The landing lights are moved to the front gear on the A-7H, and fortunately the corresponding part is provided in the kit as the clear sprue is common to the original Hasegawa E and D examples



All gear parts are painted with Tamiya X-2 White, and the details are carefully shown to advantage with a fine dark brown wash to the recesses, applied with a fine brush. The maintenance data placards are decals from the Revell kit. I inadvertently kept the Aires moulded landing light wiring on the top of the starboard door, but it should be removed for an A-7H. Note the black main wheel hubs dry-brushed with Humbrol II Silver



STEP BY STEP GUIDE - PAINTING & WEATHERING

Using largely thinned paint and airbrushing under low pressure enable you to get very close to the surface and use your airbrush nearly like a pen, a key factor when you have to reproduce fine delimitations between highly contrasted colours such as on this weapons pylon



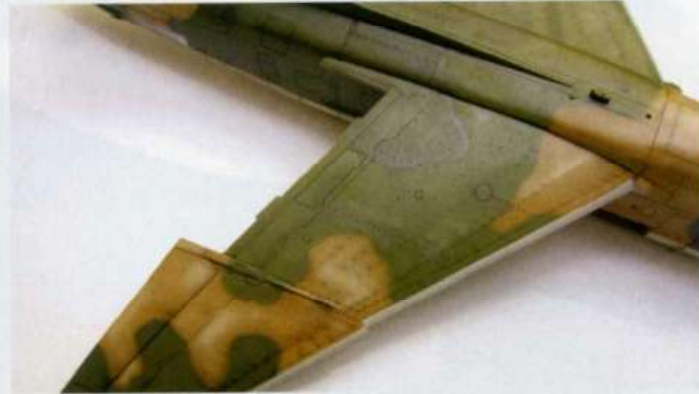
The airframe completed with its four SEA scheme colours, applied from the lightest to the darkest shade without pre-shading. All the camouflage was painted freehand, but I cheated a bit afterwards by respraying some light grey using a cardboard mask held about one millimetre above the surface in order to get a neater demarcation with the upper colours



Post-shading is another technique you can add to your weathering palette. Gunze Sangyo H95 Smoke Grey is very useful for that purpose; it can be airbrushed either alone or blended in various proportions with the camouflage colours. Using Post-It Notes as masks is helpful to underline movable surfaces hinges, as shown on this aileron



The undersides are treated the same way, taking care to use Gunze H95 in heavily thinned layers in order to avoid too much contrast. If necessary, a fine coat of the base grey shade can be sprayed overall at the end to blend things in



Proper highlighting with lighter shades of the base colours is a matter of carefully studying your photo references. On Greek A-7s parked on sunny aprons all year long, uppersurface colours tended to fade out quickly, especially the tan brown. Be careful to stay away from systematically highlighting every panel centre, as the sun's rays and bad weather ignore everything about aircraft structural mechanics!



After the decals are placed and sealed with matt varnish, the underlying panel lines and rivets can be drawn over with a fine HB pencil

STEP BY STEP GUIDE - CANOPY, NOSE & WHEEL WELL

Aires also provides all the necessary photo-etched parts to improve the canopy internal structure. Unfortunately, the rear bulkhead will suffer a little during the final assembly (see main text)



Painting the canopy hinges is eased by the Eduard Express Mask system. After the first set of masks is put in place, a coat of black is sprayed to match the internal colour then a second coat of pale yellow is used to represent the window rubber seals



The second set of masks is then put in place, covering the first ones just the width of the seals, and the final external colour can be airbrushed



This shows the resulting yellow lines are a bit too wide on the windscreen, and afterwards I had to carefully scrape part of them with a toothpick to regain a more realistic appearance

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The base colours for the SEA scheme come from the Gunze Sangyo Aqueous range (H311/310/303/309), thinned to approximately 60% with ethylic alcohol. The darker the shade, the more you can add thinner to it, and the better it will behave when painting the edges of the camouflage scheme



This picture shows the upper wing after applying a first dark brown wash, roughly wiped according to the airflow direction



Using the previous techniques several times in turns and in various orders leads to a realistic final aspect, showing sun-faded areas, hastily resprayed patches, oil blots and leaks, etc.



On the A-7H, still more oil leaks and stains can be added on the engine belly area, using thinned black oil paint cautiously wiped with a Q-tip (sometimes your bare finger does the job as well)



The fuel tanks' weathering is pushed a step further by applying paint chipping and scratches with dark grey enamel and a fine brush.



The TER racks and Mk 82 bombs come from the Hasegawa Aircraft Weapons Set A. The racks need some improvement to their rear wiring, and careful weathering does the rest. The bombs' yellow bands are painted first then masked with a piece of drinking straw of relevant diameter. The 'live' bomb bodies are heavily dry-brushed, while the fin assemblies are painted a slightly different green shade and remain cleaner



The faired-over refuelling probe housing is the most prominent external difference between the A-7E and A-7H, a detail easily created from sheet styrene



The intake duct was initially painted white, but the intensive filling and sanding needed to get a smooth intake lip quickly removed most of the colour. Never mind. Greek A-7s generally had very dirty intake ducts so everything was spayed over with various shades of grey afterwards



The Aires mainwheel well nearing completion shows the stunning detail provided on the resin parts. Achieving a paint job worthy of such a casting masterpiece is a real challenge

STEP BY STEP GUIDE PAINTING & WEATHERING



ing, considering this technique most frequently leads either to systematically blurred panel lines if the final paint coat is too thin, or to a mere waste of time if it is too thick. Weathering is very much a matter of careful observation of the original example but also of personal taste. On a subject like this, I mainly use a combination of three ingredients. The first is panel lines wash, with various shades of oil paints ranging from light grey to pure black, through various shades of brown according to the area. For instance, a simple joint between two skin panels or an avionics access door should not be washed with the same intensity as a flap or airbrake contour. The second technique is highlighting. Proper highlighting of the various panels is a key to realism. I use it after a first panel lines wash to give a mottled, sun-faded look. It can also be used to represent fresh paint to some

highly worked-over areas like avionics or engine access panels. The third technique is post-shading, which may be done either freehand or with the help of Post-It Notes according to the effect desired, and using either darker shades of the base coat, Gunze H95 Smoke Grey or a mix of the two. Blending these three techniques in various orders, several times if needed, gives a nearly unlimited range of possible effects. The only limit is realism – keep checking your reference photos, in order not to overdo the weathering. Keep in mind, however, that a final matt varnish coat will lighten everything and reduce the contrast between the various shades.

I opted to use the superb Icarus decals as they are well printed and in perfect register, and they react very nicely to the Micro Set/Sol system. The smaller stencils are somewhat over-

sized, however, but having no immediate replacements I used them anyway. The decals were put in place between two coats of hand-brushed Klear, and then a final coat of Aircraft Colors Matt Clear was applied. By the way, I was told by a fellow modeller that all my camouflage painting and weathering effort was not worth a Euro cent, because the shape of the front dark green area I had painted was wrong, as it should extend at least half way across the roundel on the port side. Well, I have cross-checked all my references and it seems he was right, so my apologies to all T.O.1-I-4 experts for such an unforgivable mistake. There!

FINISHING UP

Finally it was time to fit all the sub-assemblies and small parts to the airframe. Placing the model upside down, I began with the undercarriage, then

I glued the weapon pylons and their loads, and I added the small antennae and probes at the front. Then the model was put on its wheels and the assembly went on with the stabilizers, wing leading edge and trailing edge flaps, avionics bay doors and boarding ladder and steps. I finally turned to the cockpit, glued the windscreen and seat, and only then did I discover that the clamshell canopy was impossible to put in place correctly, due to its rear bulkhead interfering with the seat headrest and rails! Maybe Aires has messed up some measurements, maybe I had glued the cockpit tub one or two millimetres aft of its correct position, but it was too late anyway so I cheated a little by cutting the canopy bulkhead and tilting it backwards, just enough to clear the seat top. I then glued and painted the remaining antennae and probes, and that was it. ■

STEP BY STEP GUIDE - DETAILS



This view of the belly shows some front gear well detail and the scratchbuilt elements added to the cannon gas vent



After carefully masking the cockpit, undercarriage, avionics and other small housings with Tamiya tape and Humbrol Maskol, the airframe is ready for painting. Also of note is the reinforcement added to the long wiring rib that runs along the fuselage

FINAL VERDICT

■ In my opinion, the Hasegawa/Revell A-7 is still the best choice for an accurate Corsair II at any scale, even with the recent advent of Trumpeter's 1:32 kit. The conversion to A-7H standard is not difficult at all and gives the model extra originality among all those USN examples. The *Polemiki Aeroporia* long-lived tradition of well worn liveries and the simple airframe shapes make it the perfect subject for trying more advanced weathering techniques, something that is not that often available to fast-jet modellers.

Was it worth the money?

Apart from the final weathering job, most of the effort was spent in detailing the avionics bays and accurately painting the lovely Aires sets which can be considered as a remarkable improvement over the base kit, needing few adjustments to conform to the plastic parts. The Icarus decals are just perfect, and the fair price of the Revell reissue makes the whole project good value for money and time well spent.



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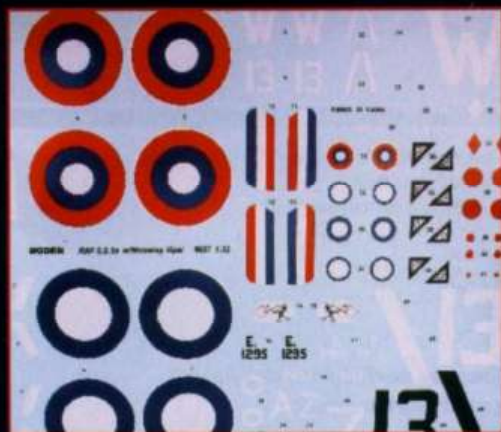
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new releases - kits

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

PREVIEW



RAF S.E.5a with Wolseley Viper engine

Scale 1:32 / **Roden, Ukraine** / **Materials:** IM / **Kit No.:** 607 / **Availability:** Pocketbond (UK Distribution) and Roden stockists worldwide /

Price Guide: £34.99

This is a brand-new tooling, gaining much in its breakdown from the 1:72 and 1:48 series of S.E.5As that Roden did. This is the first version with the Viper engine, and it is made up of 127 grey plastic and four clear acetate components. With fifteen parts on the sprues that are not used (two being different upper cowlings, which although shown on the instructions are not on the sprues!), you can see that all the versions done in the smaller scales are planned here too. The kit has a full engine, radiator and cockpit interior along with the bomb rack under the fuselage centre-section. There are five colour options: E1295 flown by Major E. 'Mick' Mannock of No.74 Sqn; C1904 flown by Billy Bishop of No.85 Sqn; C1149, 'Schweinhund' (the box top subject), flown by Capt. D. Grinnell-Milne of No.56 Sqn; D6856 flown by Capt. A. Beauchamp-Proctor of No.84 Sqn; F8005 of the 25th Aero Sqn, USAS. All bar option three are in standard WWI Green over doped linen, while option three has a red fuselage and green wings with the undersurfaces in doped linen. Unusually, Roden have omitted a rigging diagram from the instructions and all colours are cross-referenced to the Model Master paint range.

Verdict: The previous 1:72 and 1:48 versions have not been that easy to make, with a few problems to overcome (See Iss.4), but hopefully in this bigger scale these will have been dealt with. The quality of their mouldings can't be faulted, so this is one that can be recommended to all experienced WWI modellers. Our thanks to the Roden for supplying the review sample.

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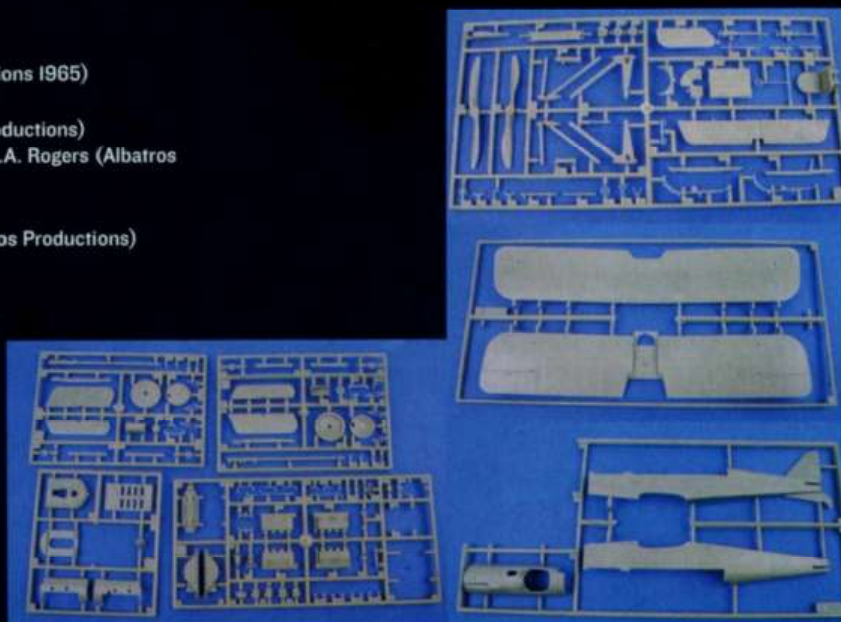
- RAF S.E.5A by J.M. Bruce, Profile No.1 (Profile Publications 1965)
- S.E.5 In Action No.69 (Squadron/Signal Publications)
- S.E.5 by J.M. Bruce Windsock Datafile 30 (Albatros Productions)
- S.E.5/S.E.5a Squadrons Windsock Datafile Special by L.A. Rogers (Albatros Productions)
- S.E.5a Windsock Datafile 10 (Albatros Productions)
- S.E.5a Windsock Datafile Special by J.M. Bruce (Albatros Productions)

DIMENSIONS

Span: 26ft 7.4in (8.12m)
Length: 20ft 11in (6.38m)
Height: 9ft 6in (2.90m)

DIMENSIONS - 1:32

Span - 253.8mm
Length - 199.4mm
Height - 90.6mm




PREVIEW

Junkers Ju 88G-6

Scale 1:72 / Zvezda, Russia / Materials: IM / Kit No.: 7269 / Availability: The Hobby Company Ltd (UK Importer) and Zvezda stockists worldwide / Price Guide: £11.50

The G-6 was a revised version of G-4 series and came in three versions, the first having a dorsal 'Schräge Musik' installation, BMW 801G engines, improved equipment and aft facing antenna for SN-2 radar. The second type had the addition of FuG 350 Naxos Z in the cockpit roof and increased fuel capacity, while the last version had Jumo 213A engines, reduced fuel capacity, and the 'Schräge Musik' installation moved to just aft of cockpit. The new kit is made up of 108 grey-coloured and four clear plastic components, all of the former featuring delicate recessed panel lines. Detail in the cockpit is sparse, so most purists will want to update this area. The vertical fin and tailplanes are separate, as you would expect, but Zvezda have also injected the wings with the sections outboard of the nacelles as separate parts. We suspect this is because either a Ju 188 series is on the horizon, or the earlier series of Ju 88s are planned? The kit has three decal options, 9W+EL, W7+LK and 3C+DB, none of which are identified in any way within the instructions. Colours are quoted by Model Master numbers, but Gunship Grey should be RLM 75, 'grey primer' is surely RLM 76 and 'medium green' is probably RLM 82. The final option is quoted as white overall with Gunship Grey blotches, but we can't see this one being anything other than a standard nightfighter scheme of RLM 76 with RLM 75 blotches?

Verdict: At some £8 cheaper than the Hasegawa kit and having recessed panel lines unlike the Italeri version, I suspect this is going to appeal to a lot of Luftwaffe modellers, and rightly so. How it shapes up on the accuracy front time will tell, as Luftwaffe subjects are probably the most closely scrutinised in our hobby! Our thanks to Zvezda for the review sample.

REFERENCES

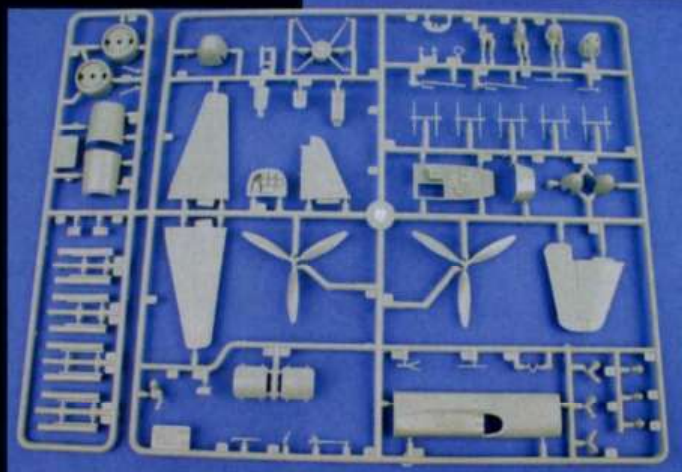
- Junkers Ju 88, Aero Detail No.20 (Art Box Co 1998)
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- Junkers Ju 88 In Action Part 1, No. 85 (Squadron/Signal Publications, 1991)
- Junkers Ju 88 In Action Part 2, No. 113 (Squadron/Signal Publications, 1991)
- Ju 88 Monografie Lotnicze No.4 (AJ Press)
- Nachtjäger Vol I - Luftwaffe Night Fighter Units 1939-1943 by D.P. Williams (Classic Publications 2005, ISBN: 1-9033223-53-9)

DIMENSIONS

Span - 65ft 7 1/2in (20.0m)
Length - 47ft 8 1/2in (14.54m) excluding radar, 54 ft 1.5in (16.50m) including SN-2 aerials
Height - 15ft 11 in (4.85 m)

DIMENSIONS - 1:72

Span - 277.8mm
Length - 201.9mm (w/o radar) 229.2mm (with radar)
Height - 67.4mm



new releases - kits

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

PREVIEW



Dassault Mirage IIIC & CJ

Scale 1:48 / Hobby Boss, China / **Materials:** IM / **Kit No.:** 80315 & 80316

Availability: Creative Models (UK Distribution) and Hobby Boss stockists worldwide / **Price Guide:** £12.99ea

Both of these kits share common components, so we will deal with them in one go. The kits are both new toolings, from a relatively new firm, but the sprues look oddly 'familiar' in some respects? That aside, both are made up of 183 pieces, eleven of which are clear and the remainder light grey and all surface detail is recessed. Interior detail is good with a multi-part ejection seat and two styles of instrument panel (for which no details of the reason for this option are included in the instructions?) Each kit has the full exhaust pipe with afterburner ring, separate 'boxed' undercarriage bays, separate control surfaces and wing tip lights and even a crew access ladder. Ordnance options comprise AS30 (AIM 9Ds in #80316), Magic II and Matra 530C, E, K & M missiles, 500lt and 625lt drop tanks, Mk 82 iron bombs and JLI00R rocket launchers. Each kit has four colour options: [#80315] IO-LB of EC 3/10 'Vexim', IO-RF and IO-RT of EC 2/10 'Seine', all of the French Air Force and '800' of No.2 Squadron, SAAF based at Waterkloof AB in 1982. The first French option is sandy brown and dark earth over light blue, as is the SAAF option, while the other two French options are light blue over natural metal and natural metal overall respectively. [#80316] All Heyl Ha'Avir options, '778 of the 1st Flight, 119th Sqn, '59 of the 101st Sqn during the Six Days War in 1968 and '159' and '259' both of the 101st Sqn (regardless of what the instructions say!) The first two options are natural metal overall, whilst the last two are tan, brown and green over light blue. All colours are cross-referenced to the Gunze Sangyo Mr Aqueous Color and Mr Color paint ranges.

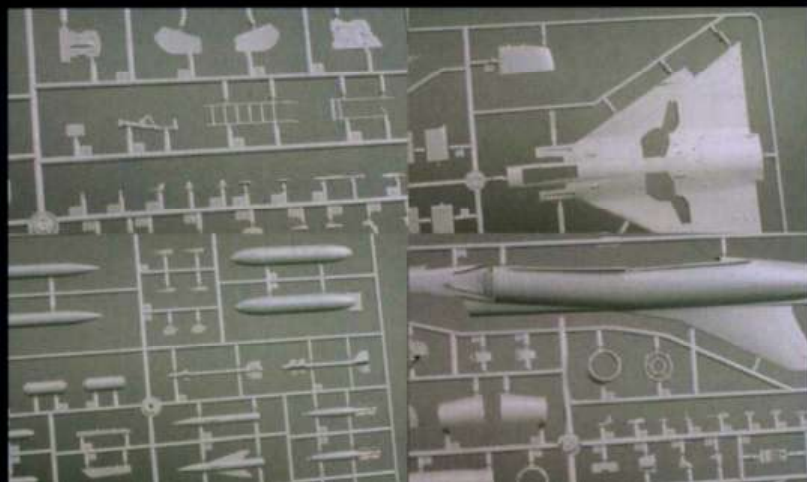
Verdict: *Mirage III kits are not new, with Eduard, Esci and Heller all having already done them in this scale. The quality of Hobby Boss products seems to be very good, with care and attention to production, presentation and packaging, how they build will be the true test though. What you get for £13 represents excellent value for money and our thanks to Creative Models for supplying the review samples.*

DIMENSIONS

Span - 26ft 11 3/4in (8.22m)
Length - 50ft 10 1/3in (15.50m)
Height - 13ft 11 1/2in (4.25m)

DIMENSIONS - 1:48

Span - 171.3mm
Length - 322.9mm
Height - 88.5mm



REFERENCES

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Grumman F-14A Bombscat

Scale 1:48 / Academy, Korea /

Materials: IM / Kit No.: I2206 / Availability: Toyway (UK Distribution) and Academy stockists worldwide / Price Guide: £19.99

- Revised tooling based on their F-14A from 1988 and with one new sprue of ordnance components.
- In this option you have the F-14A carrying GBU-24 LGBs and GBU-31(V)1 JDAM plus AN/AAQ-14 LANTIRN pod alongside the usual AIM-9, AIM-7M and AIM-54 Phoenix missiles.
- This kit is made up of six clear and of 192 light grey-coloured plastic components.
- There are two decal options: BuNo.161866, '100' and BuNo.161276, '101' both from VF-154 'Black Knights' on USS Kitty Hawk on return from the Iraq War in May 2003. All colours are listed by Mr Color and Mr Aqueous Color paint ranges.

Verdict: Views on the best 1:48 Tomcat come and go, with most holding the Hasegawa example up as the best, but having a look at this one it is as well detailed, produced and it has recessed panel lines, so I reckon it is the equal of it? It is certainly one to recommend to all Tomcat fans, all it needs are some more interesting decal options! Our thanks to the Toyway for supplying the review sample.

Dimensions

Span - 64ft 1 1/2in (19.55m) [Extended], 32ft 2 1/2in (11.65m) [Folded]

Length - 62ft 8in (19.10m)

Height - 16ft 0in (4.88m)

Dimensions - 1:48

Span - 407.3mm [Extended], 242.7mm [Folded]

Length - 397.9mm

Height - 101.7mm

References - Our pick of the bunch!

F-14 Tomcat In Action No.105 by A. Adcock (Squadron/Signal Publications 1990)

F-14A/B Lock-On No.18 (Verlinden Publications)

F-14 Tomcat Walk Around No.3 by L. Drendell (Squadron/Signal Publications, 1995)

Tomcat Alley: A Photographic Roll Call of the Grumman F-14 Tomcat by D.F. Brown (Schiffer ISBN: 0-7643-0477-1)

Grumman F4F-3 Wildcat (Late Version)

Scale 1:32 / Trumpeter, China / Materials: IM, PE, RB / Kit No.: 02225 / Availability: Pocketbond (UK Distribution) and Roden stockists worldwide / Price Guide: £29.99

Status: Reissue of revised F4F-3 tooling

Parts: 210 grey and 14 clear plastic, plus 24 photo-etched components, three rubber tyres, nine metal shafts and an acetate film

Decal Options: 2 (MF-1 flown by Robert Glaer of VMF-244, Guadalcanal, 1942; F-17 of VF-6 on USS Enterprise in 1942)

References - Our pick of the bunch!

F4F Wildcat by B. Kinzey, Detail & Scale Vol.65 (Squadron/Signal Publications 2000)

F4F Wildcat Walk Around No.4 by R. Dann (Squadron/Signal Publications, 1995)

Grumman F4F Wildcat by S. Nohara & S.T. Hards, Aero Detail No.22 (Art Box Co., Ltd 1998)



Dassault Mirage IIIB/B2/BJ

Scale 1:72 / PJ Productions, Belgium / Materials: R, PE, VF / Kit No.: 721024 / Availability: Hannants (UK Importer) and PJ Productions stockists worldwide / Price Guide: £37.50

Status: New tooling

Parts: 30 tan-coloured resin, 17 photo-etched, 12 white-metal and two vac-formed clear plastic

Decal Options: 3 (IIIB, ER 3/33 'Moselle',

Strasbourg-Eintzheim, 1964; IIIBJ, Bat Squadron, IAF, 1967; IIIB2, EC 1/13 'Artois'. Colmer, 1990)

References

Mirage III Vols.1 & 2 (DTU, 2000/2003)

Mirage IIIC/B by H. Brun, Aviascope 1 (Avia Editions 2004)

Scale Aircraft Modelling Vol.3 No.6 March 1981



Curtiss YP-37

Scale 1:48 / LF Models, Czech Republic / Materials: R, PE, VF / Kit No.: 4811 / Availability: Hannants (UK Distribution) and LF Models stockists worldwide / Price Guide: £TBA

• New tooling.

• The USAAC ordered Curtiss to adapt one P-36 in 1937 to the new liquid-cooled turbo-supercharged Allison V-1710 engine and this became the XP-37. The radiators were on the sides of the fuselage and to balance the CoG the cockpit was moved far aft. Although the turbo-supercharger was unreliable and visibility was non-existent, 13 were ordered by the USAAC where they became the YP-37. These had improved aerodynamics and a more reliable turbo-supercharger, however the powerplant remained unreliable and the project was cancelled in favour of the P-40.

• This kit is made up of 46 grey-coloured resin, 16 photo-etched and six vac-formed clear plastic components.

• There is just one decal option, aircraft No.32 of the 36th Pursuit Group based at Ladd Field, Alaska in 1940. This is aluminium overall with Arctic Orange panels on the wings and tail.

Verdict: Looking like a P-40 on steroids, the YP-37 looks like it would be a pig to fly with the pilot sitting that far back! The fact that it is part and parcel of the whole P-36/P-40 lineage makes it one that any USAAC collector should seriously consider for their collection, as the quality of the components cannot be faulted. Our thanks to LF Models for supplying the review sample.

Dimensions

Span - 37ft 4in (11.38m)

Length - 31ft 0in (9.45m)

Height - 9ft 6in (2.89m)

Dimensions - 1:48

Span - 237mm

Length - 196.9mm

Height - 60.2mm

References

Curtiss Aircraft, 1907-1947 by P. Bowers (Naval Institute Press 1979 ISBN: 0-87021-152-8)

The Curtiss Hawk 75: Aircraft in Profile No. 80 by P. Bowers (Profile Publications 1966)

United States Military Aircraft Since 1909 by G. Swanborough & P. Bowers (Smithsonian 1989 ISBN: 0-87474-880-1)



Fairey Gannet T Mk 2

Scale 1:72 / Trumpeter, China / Materials: IM Kit No.: 01630 / Availability: Pocketbond (UK Distribution) and Roden stockists worldwide / Price Guide: £12.99

Status: Revised reissue based on basic AS Mk 1/4 tooling (See Iss 19).

Parts: 98 grey and eight clear components.

Decal Options: 3 (XG888, No.849 Sqn, Brawdy, 1969; XA515, Empire Test Pilots School, 1958; UA+99, MFG3, West German Navy, 1960)

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)



new releases - kits

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

Vickers Wellington Mk III

Scale 1:48 / Trumpeter, China / Materials: IM, PE, RB / **Kit No.:** 02823 / **Availability:** Pocketbond (UK Distribution) and Trumpeter stockists worldwide / **Price Guide:** £49.99

Status: Revised reissue based on the Mk Ic (#02808) tooling (See Iss 16 & 17).

Parts: 581 grey and 23 clear components, plus three rubber tyres, three white-metal components, three metal shafts and an acetate film. Decal Options: 2 (X3662, No.115 Sqn, 1942; X3763, No.425 Sqn, RCAF, 1943)

**References**

Vickers-Armstrong Wellington by M. Ovcacik & K. Sosa, WWII Wings Line (4+ Publications 2003 ISBN: 80-902559-7-3)
Vickers Wellington, Warpaint No.10 (Hall Park Books)
Wellington - The Geodetic Giant by M. Bowman (Airlife 1989 ISBN: 1-85310-076-5)

Yakovlev Yak-1b

Scale 1:48 / Eduard, Czech Republic / Materials: IM, PE / **Kit No.:** 1126 / **Availability:** Hannants & LSA Models (UK Distribution) and Eduard stockists worldwide / **Price Guide:** £21.60

Status: Reissue, ex-Accurate Miniatures kit from 1998, with the addition of pre-painted photo-etched.

Parts: 66 dark grey and 14 clear plastic, plus 63 pre-painted photo-etched components and a set of die-cut Kabuki tape masks
Decal Options: 6 (Vladimir P. Pokrovskiy, 2nd GIAP SF; 'Red 1', Alexei V. Alelyukhin, 9th GIAP; 'Red 12', Pavel P. Karavai, 8997th IAP, 288th IAD; 'White 24', Roland de la Poype, GC3 Normandie; 'White 45', Yuri Kureyev, 812th IAP; 'White 42', Nikolai A. Kozlov, 910th IAP PVO)

**References**

Yak-1/Yak-3, Monografie Lotnicze No.46 (AJ Press)
Yak Fighters In Action No.78 (Squadron/Signal Publications)
Yakovlev Aces of World War 2 by G. Mellinger & J. Laurier, Aircraft of the Aces 65 (Osprey Publishing 2005)

N.A. B-25J Mitchell 'JAF'

Scale 1:48 / Revell AG, Germany / Materials: IM / **Kit No.:** 04520 / **Availability:** Revell AG [UK Branch] (UK Distribution) and Revell stockists worldwide / **Price Guide:** £19.99

Status: Reissue, ex-Monogram

Parts: 120 sand-coloured and 18 clear plastic components, all with raised panel lines
Decal Options: 3 (B-25J 'Russell's Raiders' Jet Alpine Fighter, Switzerland, 2005; B-25J, 'My Dutchess', 499th BS, 345th BG [Air Apache], Philippines, May 1945; B-25J, 'Lazy Daisy', 501st BS, 345th BG, New Guinea, November 1944)

References - Our pick of the bunch!

B-25 Mitchell, Walk Around by Lou Drendel (Squadron/Signal Publications 1998)
B-25H/J Mitchell Vol.1, Model Detail Photo Monograph No.25 (Rossagrap 2005 ISBN: 83-89717-95-6)
North American B-25 Mitchell Part I, Monografie Lotnicze No.78 (AJ-Press)

**LS8-a/18 Glider**

Scale 1:32 / Revell AG, Germany / Materials: IM / **Kit No.:** 04253 / **Availability:** Revell AG [UK Branch] (UK Distribution) and Revell stockists worldwide / **Price Guide:** £12.99

- New tooling.
- Originally built by Rolladen-Schneider, the firm is now part of DG Flugzeugbau and over 500 of the LS8-a/18s have been built to date making it one of the world's most produced gliders of the last decade.
- This kit is made up of one clear and 38 white-coloured plastic components. Within the latter there is a two-part display stand.
- There are no fewer than 12 decal options: D-2239 of Segelflieger Club, Turin; D-2836 of Akademische Fliegergruppe, Stuttgart; D-4444 of DG Flugzeugbau; HB-3357 of SegelflugGruppe, Lenzburg; HB-3346 based at Birrfeld, Switzerland; S/No.8431 of the Centre de Vole a Voile Militaire, Romorantin; PH-1074 of Amsterdamsche Club voor Zweepvliegen; SE-URO based at Landskrona, Sweden; OE-5691 of Sportfliegergruppe Dornbirn; N850RK based at Downers Grove, Illinois; S/No.8224 of the RAFGSA, Bannerdown Gliding Club, Keevil; S/No.8040 based in the UK. All are predominately gloss white overall and all colours are listed by Revell paint codes or mixes thereof.



Verdict: Gliders may not be everyone's cup of tea, but it is good to see a mainstream manufacturer looking outside the traditional themes. I suspect a lot of non-modellers have bought their previous glider kit and will buy this one, and that is no bad thing. It is certainly one that can be highly recommended to all and our thanks to the Revell AG [UK Branch] for supplying the review sample.

References

www.dgflugzeugbau.de

Focke-Wulf Fw 190A-5

Scale 1:48 / Eduard, Czech Republic / Materials: IM, PE / **Kit No.:** 8174 / **Availability:** Hannants & LSA Models (UK Distribution) and Eduard stockists worldwide / **Price Guide:** £21.90

- Revised tooling based on the A-8 we featured in Issue 19. Confusions reigns with the dimensions on box and instructions as the 9.10m length (29ft 10 1/4in) should be 8.94m (29ft 4 1/8in) and the span quoted on the box of 210mm is 10.08m, not the 10.51m that is correct and is quoted on the instructions?
- The A-5 was developed when it was found that the Fw 190 could easily carry more ordnance. The nose was lengthened by 15cm, and the A-5 was equipped with the BMW 801D-2 engine, rated at 1,700hp (1,270kW). New radio gear, including IFF (via the FuG 25a) and the newly invented electronic artificial horizon found their way into the A-5. The A-5 retained the same basic armament as the A-4.
- This kit is made up of 151 green and four clear plastic, plus 72 pre-painted photo-etched components and a set of die-cut Kabuki tape masks.
- There are four decal options: 'Black <<' flown by Hptm Walter Nowotny of I./JG 54 in the autumn of 1943; 'White <<' flown by Hptm Egon Mayer of III./JG 2 in the spring of 1943; 'Yellow 7' flown by Uffz. Walter Köhne of I./JG 1 in July 1943; 'Black <0' flown by Oblt Rolf Stroh of Stab. I./JG 1 in April 1943. All colours are listed by RLM code as well as Mr Color and Mr Aqueous Color paint ranges.

Verdict: Stunning, just like their previous A-8 version. The inclusion of tape masks and pre-painted photo-etched all make up into an impressive package. Eduard have set the standards for others to follow, and just like their A-8 this is one we most highly recommend to all Luftwaffe fans. Our thanks to the Eduard M.A. for supplying the review sample.

Dimensions

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

Dimensions - 1:48

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

Fw 190A-5**References - Our pick of the bunch!**

Focke-Wulf Fw 190 Vol. 1 by K. Janowicz (Kagero 2004 ISBN: 83-890088-11-8)
Focke-Wulf Fw 190A, Aero Detail No. 2, (Art Box Co., Ltd)
Focke-Wulf Fw 190A: An Illustrated History of the Luftwaffe's Legendary Fighter Aircraft by D. Hermann, U. Leverenz & E. Weber (Schiffer ISBN: 0-7643-1940-X)
Focke-Wulf Fw 190A/F by M. Laing & E. Brown, Walk Around No.22 (Squadron/Signal Publications 2000)

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1:48

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new releases - accessories

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

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

This month sees another large batch of new photo-etched detail sets and paint masks, so here's a rundown of them.

Photo-Etched 'Zoom' 1:72 Series

SS274 McDD AH-64A Apache [Pre-painted] (Academy) Price Guide: £3.70
SS287 Agusta-Westland EH-101 Merlin [Pre-painted] (Italeri) Price Guide: £3.70

Photo-Etched 1:72 Series

72-459 Junkers Ju 88A-4 Exterior (Hasegawa) Price Guide: £10.50
73-274 McDD AH-64A Apache [Pre-painted] (Academy) Price Guide: £6.80
73-275 Junkers Ju 88A-4 Interior [Pre-painted] (Hasegawa) Price Guide: £13.50
73-287 Agusta-Westland EH-101 Merlin [Pre-painted] (Italeri) Price Guide: £13.50

Photo-Etched 1:72 'Big ED' series

BIG 72-27 WWII Seat Belts Set - Allied Price Guide: £17.80
Includes: 73-004 USAF & USN [Pre-painted], 73-005 RAF [Pre-painted], 73-006 RAF Q-Type [Pre-painted], 73-013 France [Pre-painted], 73014 USN Early [Pre-painted]

Photo-Etched 'Zoom' 1:48 Series

FE357 MiG-23 Flogger Interior [Pre-painted] (Esci/Italeri) Price Guide: £4.99
FE364 Sikorsky CH-53E Interior [Pre-painted] (Academy) Price Guide: £4.99
FE373 Westland Wyvern S.4 Interior [Pre-painted] (Trumpeter) Price Guide: £4.99

Photo-Etched 1:48 Series

48-538 Westland Wyvern S.4 Exterior (Trumpeter) Price Guide: £11.75
48-540 MiG-23 Flogger Exterior (Esci/Italeri) Price Guide: £13.50
48-541 Westland Wyvern S.4 Wheel Wells (Trumpeter) Price Guide: £11.75
48-542 Sikorsky CH-53E Interior (Academy) Price Guide: £13.50
48-544 V.S. Spitfire Mk IXc/XVIe Landing Flaps (Airfix) Price Guide: £8.75
48-546 MiG-23 Flogger Exhaust (Esci/Italeri) Price Guide: £8.75
48-550 Vickers Wellington Mk I Bomb Bay (Trumpeter) Price Guide: £31.99
48-552 Vickers Wellington Mk I Bomb Tails (Trumpeter) Price Guide: £10.50
48-554 Bell P-39/P-400 Landing Flaps (Hasegawa) Price Guide: £10.50
48-555 Focke-Wulf Fw 190A/F Tools & Boxes Price Guide: £5.60
48-556 Focke-Wulf Fw 190A-8 (Eduard) Price Guide: £11.75
48-560 Focke-Wulf Fw 190A-8 Wooden Flaps (Eduard) Price Guide: £10.50
49-026 Sikorsky CH-53E Cargo Bay Seat Belts [Pre-painted] (Academy) Price Guide: £4.99
49-035 Heinkel He 177 Seat Belts [Pre-painted] (MPM) Price Guide: £4.99
49-038 German Insignia & Medals WWII [Pre-painted] Price Guide: £4.99
49-039 US Insignia & Medals WWII [Pre-painted] Price Guide: £4.99
49-045 Vickers Wellington Seat Belts [Pre-painted] (Trumpeter) Price Guide: £4.99
49-357 MiG-23 Flogger Interior [Pre-painted] (Esci/Italeri) Price Guide: £11.75
49-373 Westland Wyvern S.4 Interior [Pre-painted] (Trumpeter) Price Guide: £11.75
49-364 Sikorsky CH-53E Interior [Pre-painted] (Academy) Price Guide: £15.50

Photo-Etched 1:48 'Big ED' series

BIG 48-70 SB2C-4 Helldiver (Revell-Monogram) Price Guide: £44.90
Includes: 48-518 SB2C Exterior, 48-519 SB2C-4 Landing Flaps, 48-539 SB2C-4 Bomb Bay, 49-349 SB2C-4 Interior [Pre-painted], EX053 Canopy & Wheel Masks
BIG 48-71 Focke-Wulf Fw 190A-8 (Tamiya) Price Guide: £21.60
Includes: 48-396 Fw 190A/D Landing Flaps, 48-460 Fw 190F Access & Scribing Templates, 49-343 Fw 190F-8 Detail Set [Pre-painted], EX155 Canopy & Wheel Masks, EX500 Spinner Spiral Masks

Photo-Etched 1:35 Series

32-582 Boeing-Vertol CH-47D Interior [Pre-painted] (Trumpeter) Price Guide: £15.50

Photo-Etched 1:35 'Big ED' series

BIG 32-45 UH-60A Black Hawk (Academy) Price Guide: £33.80
Includes: 32-157 Exterior Detail Set, 32-575 Interior Detail Set [Pre-painted], 32-578 Cargo Bay Seat Belts [Pre-painted], JX061 Canopy & Wheel Masks

Photo-Etched 1:32 Series

32-161 Mitsubishi A6M2 Type 21 Engine (Tamiya) Price Guide: £11.75
32-165 Messerschmitt Bf 109G-14 Exterior (Hasegawa) Price Guide: £11.75
32-571 Messerschmitt Bf 109G-14 Interior [Pre-painted] (Hasegawa) Price Guide: £11.75
32-585 Mitsubishi A6M2 Type 21 Interior [Pre-painted] (Tamiya) Price Guide: £15.50



Photo-Etched 1:32 'Big ED' series

BIG 32-43 A-7D Corsair II (Trumpeter) Price Guide: £57.20
Includes: 32-501 Remove Before Flight Tags [Pre-painted], 32-573 Interior Detail Set [Pre-painted], 32-574 ESCAPAC IC-2 Detail Set [Pre-painted], 32-576 Avionics Detail Set, 32-577 Exterior Detail Set, JX051 Canopy & Wheel Masks
BIG 32-44 Chance-Vought F4U-I Corsair (Trumpeter) Price Guide: £33.80
Includes: 32-112 Exterior Detail Set, 32-114 Access & Scribing Templates, 32-516 Placards [Pre-painted], 32-568 Interior [Pre-painted], JX015 Canopy & Wheel Masks
BIG 32-46 Douglas SBD-1/2 Dauntless (Trumpeter) Price Guide: £63.99
Includes: 32-154 Exterior Detail Set, 32-160 Engine Detail Set, 32-163 Landing Flaps, 32-579 Early Seat Belts, 32-580 SBD-1/2 Front Interior [Pre-painted], 32-584 SBD-1/2 Rear Interior [Pre-painted], JX057 Canopy & Wheel Masks

Photo-Etched 'Zoom' 1:32 Series

33-013 Fairchild-Republic A-10A Dashboard [Pre-painted] (Trumpeter) Price Guide: £5.60
33-015 Messerschmitt Bf 109K Dashboard [Pre-painted] (Hasegawa) Price Guide: £5.60

Photo-Etched 1:24 Series

23-007 Messerschmitt Bf 109G-6 Placards [Pre-painted] (Trumpeter) Price Guide: £5.60
23-008 Curtiss P-40B Placards [Pre-painted] (Vintage) Price Guide: £5.60

Express Masks

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

1:72 CX161 Panavia Tornado (Hasegawa) Price Guide: £3.15
1:72 CX162 McDD F-15A/C Eagle (Hasegawa) Price Guide: £3.70
1:72 CX163 Panavia Tornado IDS/GR Mk I (Revell) Price Guide: £3.70
1:72 CX176 MiG-29 Fulcrum (ICM) Price Guide: £2.50
1:72 CX180 Tachikawa Ki-94-II (RS Models) Price Guide: £2.50
1:48 EX200 Bell P-39/P-400 Airacobra (Hasegawa) Price Guide: £3.15
1:48 EX201 Westland Wyvern S.4 (Trumpeter) Price Guide: £3.15
1:48 EX202 N.A. T-6G Texan (Occidental/Italeri) Price Guide: £3.15
1:48 EX204 Curtiss Kittyhawk Mk III (Hasegawa) Price Guide: £3.15
1:35 JX061 Sikorsky UH-60A Black Hawk (Academy) Price Guide: £4.99

Verdict: This is another awesome selection of sets from Eduard and having coverage of certain subjects offered in various sets does let modellers decide how far they want to go with detailing a subject. The Big ED sets get better and better, and the release of insignia sets in 1:48 is ideal for aircraft modellers and vastly superior to what we mere mortals can achieve otherwise! Every one of the above reviewed items is highly recommended to all experienced modellers, and our thanks to Eduard M.A. for supplying the review samples.

Available from: www.eduard.cz

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

Quite a varied selection of new items in this range this month.


1:72 OB72 066
K-14 US Gunsights

This is a set of six gunsights with the lens supplied as acetate film. This type is suitable for the P-40D-40-RE, P-47N, P-47M and P-51D etc.

Designed for: Various

Material: R

Price Guide: £1.50


1:72 OB72 067
N-3A/B US Gunsights

This set offers six N-3 gunsights with the lens supplied as acetate film. This type is suitable for the P-40D-20-RE, P-51B and P-38J etc.

Designed for: Various

Material: R

Price Guide: £1.50


1:72 OB72 068
Mk VIII US Gunsights

This is another set of six gunsights with the lens supplied as acetate film. This type is suitable for the P-40D-20-RE, P-47D-35-RE, F4F, F4U etc.

Designed for: Various

Material: R

Price Guide: £1.50


1:72 OB72 069
British Gunsights

This set of six British GM-2 gunsights has the lens supplied as acetate film. This type is suitable for the Spitfire Mk V, early Mk IX and Hurricane Mk I and II etc.

Designed for: Various

Material: R

Price Guide: £1.50


1:72 OB72 070
P-39Q/N Airacobra Engine

This set combines an engine 'insert' panel with both engine and exhausts for one side and a set of replacement exhaust stacks for the other.

Designed for: Academy kit

Material: R

Price Guide: £2.60


1:72 OB72 071
Messerschmitt Bf 109G-6
Exhausts

This is another set of detailed exhausts with hollow outlets to act as direct replacements.

Designed for: Fine Models kit

Material: R

Price Guide: £1.50


1:72 OB72 072
Kawasaki Ki-61-I Exhausts

This is a detailed set of exhausts with hollow outlets to act as direct replacements.

Designed for: Hasegawa kit

Material: R

Price Guide: £1.50


1:72 OB72 073
P-47D Engine

This set offers a highly detailed replacement engine with the mounting bulkhead as a separate part.

Designed for: Hobby Boss kit

Material: R

Price Guide: £2.60


1:48 OB48 078
P-39Q/N Airacobra Exhausts

These two replacement exhausts are highly detailed and hollowed-out.

Designed for: Eduard kit

Material: R

Price Guide: £1.99


1:48 OB48 079
Ilyushin Il-2 Exhausts

These two replacement exhausts are highly detailed, hollow and complete with the truncated outlets at the front of each stack.

Designed for: Accurate Miniatures

Material: R

Price Guide: £1.99


1:48 OB48 080
P-61A Black Widow Gun Barrels

This set offers the usual Quickboost detailed replacement gun barrels (drilled etc) that replace the cannon for the ventral tray and also have the four-gun unit, complete with frame and feeds, for the dorsal turret.

Designed for: Monogram/Revell kit

Material: R

Price Guide: £2.60


1:48 OB48 081
DC-3/C-47 Engines

In this set you get two detailed engine fronts with separate bulkheads to mount them in the kit nacelles.

Designed for: Monogram/Revell kits

Material: R

Price Guide: £4.85

Verdict: This series is growing on us, as it offers excellent, simple updates that are beautifully cast and nicely detailed. Our thanks to Quickboost for the review samples.
Available from: www.quickboost.net

new releases - accessories

Some new detail sets and conversions from Pavla

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

Here is the latest bunch of updates from Pavla.



1:72 C72055

Gannet AS Mk 1/4 Cockpit

This set is all resin and comprises replacement and detailed cockpit areas, with the instrument panels, seats, sidewalls and control column as separate components.

Designed for: Trumpeter kit

Material: R

Price Guide: £14.10



1:72 S72042

STENCIL S-II-S Ejection Seat

A replacement S-II-S (SJU-4) ejection seat complete with all the details and seat belts moulded on. This type is suitable for the AV-8A, AV-8B and Alpha Jet.

Designed for: See review

Material: R

Price Guide: £1.75

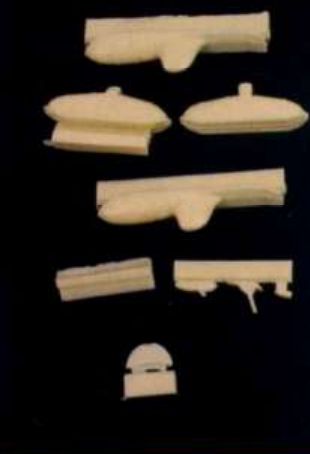


1:72 U72-75

Spitfire HF Mk VI Conversion

This conversion is designed for the Mk Vb kit and comprises a new cockpit interior (seat, instrument panel, bulkheads etc), extended wing tips, Coffman starter intake and a four-blade propeller and spinner, all in resin, and a new canopy and windscreen in vac-formed plastic. The decal sheet offers markings for BSIII (YQ•P) of No.616 Sqn and BR318 (DL•Z) of No.91 Sqn.

Designed for: Tamiya kit • Material: R, Dec • Price Guide: £12.10



1:72 U72-76

Ski-equipped Gladiator

This update includes two styles of main and tail skis for the Gladiator that simply replace the kit wheels, plus a detailed instrument panel all in resin. The set includes a decal sheet that offers markings for three Swedish J.8s ('278/H' of F.19, '433' flown by 2nd Lt Finn Thorsager and '233' of Flottijer 8).

Designed for: Any Gladiator kit • Material: R, Dec • Price Guide: £12.10



1:72 U72-77

F6F-5 Engine Set

This update includes a new two-part detailed engine with the cowl as a separate part, itself with separate cowl flaps, all in resin.

Designed for: Hasegawa & Academy kits

Material: R

Price Guide: £4.99



1:48 C48010

Wellington Mk Ic Cockpit

This set comprises a replacement rear bulkhead, seat, floor, control column, throttle box and various sidewall details all in resin.

Designed for: Trumpeter kit

Material: R

Price Guide: £16.50



1:48 C48011

Wyvern S Mk 4 Cockpit

This set comprises a replacement cockpit 'tub' with all sidewall detail moulded on to it and with the upper sidewalls, instrument panels, seats, rudder pedals and control column as separate parts.

Designed for: Trumpeter kit

Material: R

Price Guide: £12.10



1:48 S48025

Martin-Baker Mk 2B Ejection Seat

This seat is moulded as one piece, complete with seat harness and firing handle. The Mk 2B is listed by Pavla as being suitable for the Wyvern and Meteor T Mk 7.

Designed for: See review

Material: R

Price Guide: £1.99



1:48 U48-15

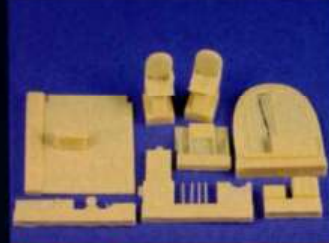
B-25B Mitchell Nose

This set includes a replacement nose section that is detailed internally with ammunition boxes, seat and bombsight supplied as separate parts.

Designed for: Accurate Miniatures/Italeri kit

Material: R

Price Guide: £12.10



1:48 U48-16

Wellington Mk Ic Navigator & Wireless Operator's Compartment

This set comprises a replacement bulkhead, floor section, crew seats, T/R. 1154/1155 radio combination, electrical distribution panel, table tops and fire extinguisher, all in resin.

Designed for: Trumpeter kit

Material: R

Price Guide: £12.10

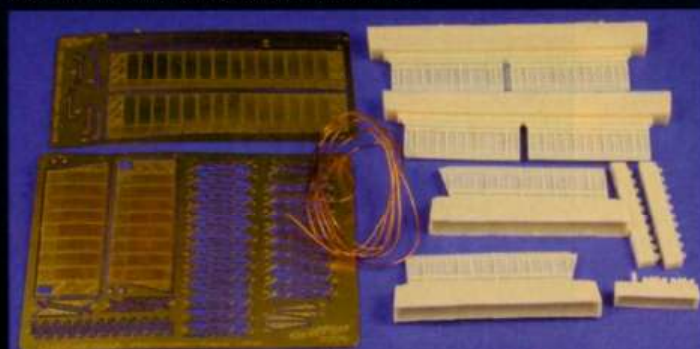
Verdict: All of the above sets are good, being well cast with good levels of detail, and are certainly worth giving serious consideration. Our thanks to Pavla Models for the review samples.
Available from: www.pavlamodels.cz

new releases - accessories

Our final batch of new items this month

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

Here are a few new 1:48 goodies from Griffon.



1:48 GRF48058

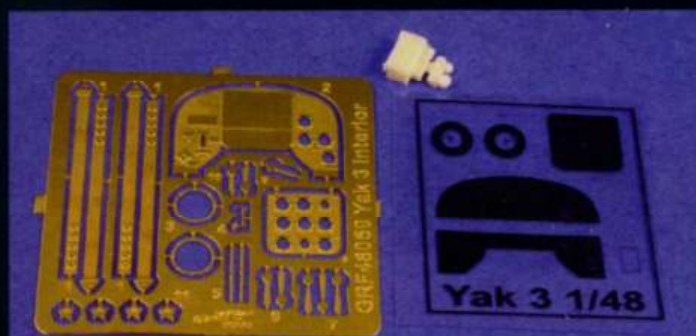
Wellington Flaps

This set combines resin parts for the main flaps themselves with all the internal structure and ribs in photo-etched. Some surgery will be required to the kit parts to install this set.

Designed for: Trumpeter kit

Material: R

Price Guide: £26.25



1:48 GRF48059

Yak-3 Interior

This update set is mainly photo-etched, with the instrument panel, control levers, rudder pedals, seat belts and external filler caps. The only other part in the set is a nicely cast resin panel for the port side of the instrument panel. Acetate film is supplied for the instrument panel and for the clear lens of the gunsight.

Designed for: Eduard kit

Material: R, PE

Price Guide: £6.10



1:48 GRF48060

Barracuda Mk V Detail Set

This set deals mainly with the exterior, and specifically the wheel wells and the dorsal decking behind the rear canopy. The latter area requires the removal of an area of the upper decking into which a new resin piece replaces kit part F7. The bulk of the remaining parts replace and detail the wheel wells, as well as add the torpedo crutch under the centreline, and there are four photo-etched bomb racks. The final items in the set are PE undercarriage doors and resin exhaust stacks.

Designed for: Special Hobby kit

Material: R/PE

Price Guide: £33.50



1:48 GRF48061

Barracuda Mk V Exhausts

Two replacement detailed resin exhaust stacks are included in this set.

Designed for: Special Hobby kit

Material: R

Price Guide: £4.65

Verdict: Griffon is producing an ever-expanding range of accessories, all well detailed and cast. This new batch is no exception and they can be highly recommended to all. Our thanks to Griffon Model Accessories for supplying the review samples.
Available from: www.griffon.cz

Bra.Z., Italy (www.brazmodels.com) / Available from Hannants (UK)

This is the latest airline update set from this well-known Italian manufacturer.

1:144 B4KE18

Ilyushin Il-86 Engine Intake/Exhaust Set

This update gives you detailed intakes and exhausts for the new Zvezda kit and these parts are designed to 'plug' into the existing kit nacelles.

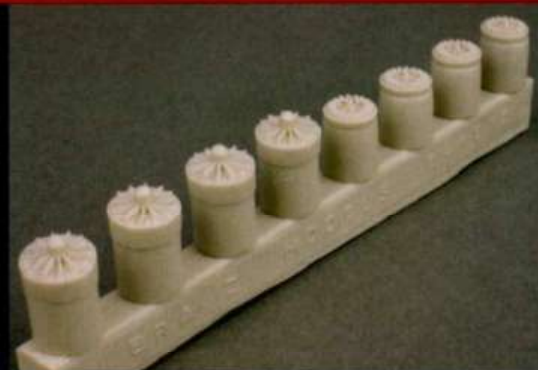
Designed for: Zvezda kit

Material: R

Price Guide: £TBA

Verdict: Bra.Z certainly offer civil aircraft modellers a lot of products and conversions and this latest one is up to their usual high standards with regard to detail and quality of casting. It can be highly recommended to all civil aircraft fans and our thanks to Bra.Z for supplying the review sample.

Available from: www.hannants.co.uk



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

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.

- SM72126 Kawasaki Ki-61-I Hien (Dragon)
SM72128 Messerschmitt Bf 109G-10/K-4 (Fine Molds)

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.

- SM48257 Bell P-39/P-400 Airacobra (Hasegawa)

1:48 Maxi Mask series

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

- MM48250 LaGG-3 (South Front #SF48001)
MM48251 Vickers Wellington Mk Ic (Trumpeter #02808)
MM48254 Sikorsky CH-53E (Academy #12209)
MM48256 N.A. B-25C/D Mitchell (Italeri #2650)

1:48 Super Mask series

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

- K481122 Messerschmitt Bf 110C Night Fighter (Fujimi): LI+BL, 3 Staffel, Lehrgeschwader 3., 1941; LI+DH, 1 Staffel, Nachtjagdgeschwader 3, North Africa, Summer 1941
K48123 Junkers Ju 88A-4 (Dragon/Revell): 4D+DT, 9./KG 30 'Adler', Italy, 1941; B3+LR, 7./KG 54 'Totenkopf', Bergamo, Italy, late 1943.
K48124 Hawker Hurricane Mk I (Hasegawa): PD+N of No.46 Squadron, Bardufoss, Norway, May 1940; Z4936, KE+M, Merchant Ship Fighter Unit, Speke, 1942.

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.

- SM32063 Mitsubishi A6M2 Zero (Tamiya)

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:

- K32101 MiG-3 (Trumpeter): 'Yellow 32' of an unknown unit in the Summer of 1941; 'White 54' of the 7th IAP, Black Sea Fleet, 1943; 'Blue 19' of the 162nd IAP, 43rd IAD, Leningrad front, summer 1942.
K32102 Brewster F2A-2 Buffalo (Special Hobby): 2-F-12 of VF-2, USS Lexington, Hawaii, Spring of 1941; 'White 24' of USMC training unit, Florida, June 1942; 3-F-7 of VF-3, USS Saratoga, March 1941.

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.

- K24042 Messerschmitt Bf 109E (Airfix): 'Yellow 3', 3./JG 51 in the winter of 1939/40; 'Red 10' of 2./JG 101, Fürstenwalde, August 1939.

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.ceti.pl

new releases - decals

This month sees a diverse selection of subjects so read on...

F4Dable Models, Malaysia [www.F4DableModels.com]

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

1:72 72-001 EXPORT BUGS (I)

This sheet includes enough numbers to make any of the 34 (J-5001 to 5026 & J-5231 to 5238) F-18C/Ds operated by the Schweizerische Flugwaffe (Swiss Air Force), but included in the instructions are profiles for the following five options.

- F-18C, J-5011, Fliegerstaffel II, Dübendorf (DCG/LCG)
- F-18C, J-5017, Fliegerstaffel 17, Payerne (DCG/LCG)
- F-18C, J-5018, Fliegerstaffel 18, Payerne (DCG/LCG)
- F-18D, J-5238, Payerne (DCG/LCG)
- F-18C, J-5026, the last Finnish Hornet delivered complete with UFO artwork on the intake (DCG/LCG)

It also includes enough codes to make any of the 60 EF-18As and 12 EF-18Bs operated by the Ejército de l'Aire (Spanish Air Force), with the four options below shown in the instructions

• EF-18B, CE15-08 of Ala 12, Escuadrón 121/122, Torrejón AB (DCG/LCG)

• EF-18A, CE15-59 of Ala 12, Escuadrón 121/122, Torrejón AB during Operation Allied Force (DCG/LCG)

• EF-18A, CE15-14 of Ala 15, Escuadrón 151/152/153, Zaragoza AB (DCG/LCG)

• EF-18A, CE15-84 of Escuadrón 462 Gando AB (DCG/LCG)

The sheet finally includes enough serial numbers to make any of the 64 F-18C/Ds (HN-401 to 457 & HN-461 to 467) operated by the Suomen Ilmavoimat (Finnish Air Force), with the following three options shown in the instructions.

• F-18C, HN-457, 'Kreivi von Rosen, the last F/A-18C built (DCG/LCG)

• F-18C, HN-441 of HävLly 21, based at Tampere-Pirkkala in 2003 (DCG/LCG)

• F-18D, HN-461 (DCG/LCG)

The sheet also includes low-viz stencils for one Swiss and one Finnish aircraft and a hi-viz set for a Spanish machine.

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

Designed for: Hasegawa kits

Price Guide: £5.50

1:48 48-001 EXPORT BUGS (I)

This sheet includes all the options seen on the 1:72 version (#72-001) reviewed above. It also includes low-viz stencils for one Swiss and one Finnish aircraft and a hi-viz set for a Spanish machine.

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

Designed for: Hasegawa kits

Price Guide: £7.00

1:32 32-001A EXPORT BUGS (A)

In this larger scale the coverage is split between two sheets, with this first one offering the Swiss and Spanish options seen on 72-001 and 48-001 as follows.

Enough codes to make any of the 60 EF-18As and 12 EF-18Bs operated by the Ejército de l'Aire (Spanish Air Force), with the below four options shown in the instructions

• EF-18B, CE15-08 of Ala 12, Escuadrón 121/122, Torrejón AB (DCG/LCG)

• EF-18A, CE15-59 of Ala 12, Escuadrón 121/122, Torrejón AB during Operation Allied Force (DCG/LCG)

• EF-18A, CE15-14 of Ala 15, Escuadrón 151/152/153, Zaragoza AB (DCG/LCG)

• EF-18A, CE15-84 of Escuadrón 462 Gando AB (DCG/LCG)

Enough serial numbers to make any of the 64 F-18C/Ds (HN-401 to 457 & HN-461 to 467) operated by the Suomen Ilmavoimat (Finnish Air Force), with the following three options shown in the instructions.

• F-18C, HN-457, 'Kreivi von Rosen, the last F/A-18C built (DCG/LCG)

• F-18C, HN-441 of HävLly 21, based at Tampere-Pirkkala in 2003 (DCG/LCG)

• F-18D, HN-461 (DCG/LCG)

The sheet also includes low-viz stencils for one Swiss and one Finnish machine.

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

Designed for: Academy kits

Price Guide: £14.99

1:32 32-001B EXPORT BUGS (B)

It this final 1:32 sheet it offers all the Spanish options from 72-001 and 48-001 plus some Malayan Air Force options.

There are enough codes to make any of the 60 EF-18As and 12 EF-18Bs operated by the Ejército de l'Aire (Spanish Air Force), with the below four options shown in the instructions

• EF-18B, CE15-08 of Ala 12, Escuadrón 121/122, Torrejón AB (DCG/LCG)

• EF-18A, CE15-59 of Ala 12, Escuadrón 121/122, Torrejón AB during Operation Allied Force (DCG/LCG)

• EF-18A, CE15-14 of Ala 15, Escuadrón 151/152/153, Zaragoza AB (DCG/LCG)

• EF-18A, CE15-84 of Escuadrón 462 Gando AB (DCG/LCG)

The sheet also includes enough serial numbers to make any of the 8 F/A-18Ds operated by the Tentera Udara Diraja Malaysia (Royal Malaysian Air Force), with the following two options shown in the instructions.

• F/A-18D, M45-04 of No.18 Squadron based at Butterworth AFB in 2001 (GG)

• F/A-18D, M45-06 of No.18 Squadron based at Butterworth AFB in 2004 (GG)

The sheet also includes hi-viz stencils for one Spanish and one Malaysian machine.

Colour Key: DCG - Dark Compass Grey (FS36320), LCG - Light Compass Grey (FS36375), GG - Gunship Grey (FS36118)

Designed for: Academy kits

Price Guide: £14.99

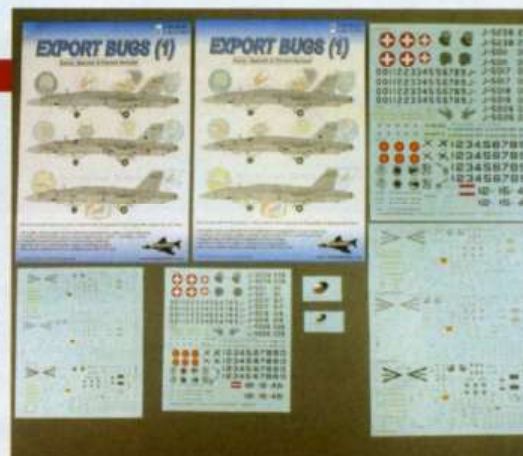
Verdict: All of these sheets are excellent and having been printed by Cartograf, you know just how good they will be without worry. The instructions include notes on markings and stencils, with a full diagrammatic guide for the latter. They are all highly recommended to all fans of the Hornet and our thanks to F-4Dable Models for the review samples.

AIMS, UK

Available from Hannants, Fantasy Printshop & Manufacturer (UK)

72D011 AUNTIE JU

• Ju 52, D-ALYL, W/Nr.5180, Lufthansa used to transport the Olympic eternal flame from Athens to Berlin for the



11th Olympic Games in Aug 1936 (RLM63/22)

• Ju 52/3m g4e, WL•KLQ, Sanitatus Flugber.z.b.V, Poland, late 1939 (RLM61/62/63/22)

• Ju 52/3m g4es, WL•AFOE Sanitatus Flugber.z.b.V, Poland, late 1939 (RLM21/22)

• Ju 52/3m g4e, IZ•BF, IV/KG.z.b.V.I, Balkans, May 1941 (RLM02/71/65)

• Ju 52/3m g4e, 4V•JR, KGR.z.b.V.106, Crete, May 1941 (RLM70/71/65)

• Ju 52/3m MS, 3K•BL, 3/Minensuchgruppe I, Black Sea, 1942 (RLM 70/71/65)

• Ju 52/3m See, 8A•FJ, LTSta. (See) I, Mediterranean, 1941-42 (RLM 70/71/65)

• Ju 52/3m g5e(trop), BA•KG, TG 3, Eastern Front, 1942 (RLM 70/71/65)

• Ju 52/3m g7e, 4V•AP, KGR.z.b.V. 106, Smolensk, Winter 1941 (RLM70/71/21/65)

Colour Key: RLM 21 - White, RLM 22 - Black, RLM 61 - Dunkelbraun, RLM 62 - Grün, RLM 63 - Lichtgrau, RLM 65 - Hellblau, RLM 70 - Schwarzgrün, RLM 71 - Dunkelgrün

Designed for: Italeri kit

Price Guide: £11.50

Verdict: This is an excellent set of two A5 sheets that have been printed by Fantasy Printshop so you know how good they will be, without worry. The instructions are all in black and white, so seeing camouflage demarcation and working out what shade of grey is what can be a little difficult, but a separate demarcation diagram is included. This sheet can certainly be highly recommended to all Luftwaffe fans and our thanks to AIMS for the review samples.



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books

Calling all Publishers and Authors!

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

The 8th Air Force - Victory and Sacrifice

by J.W. Lambert

Schiffer Publications Ltd

ISBN: 0-7643-2534-5

Price Guide: £37.50 (\$39.95)

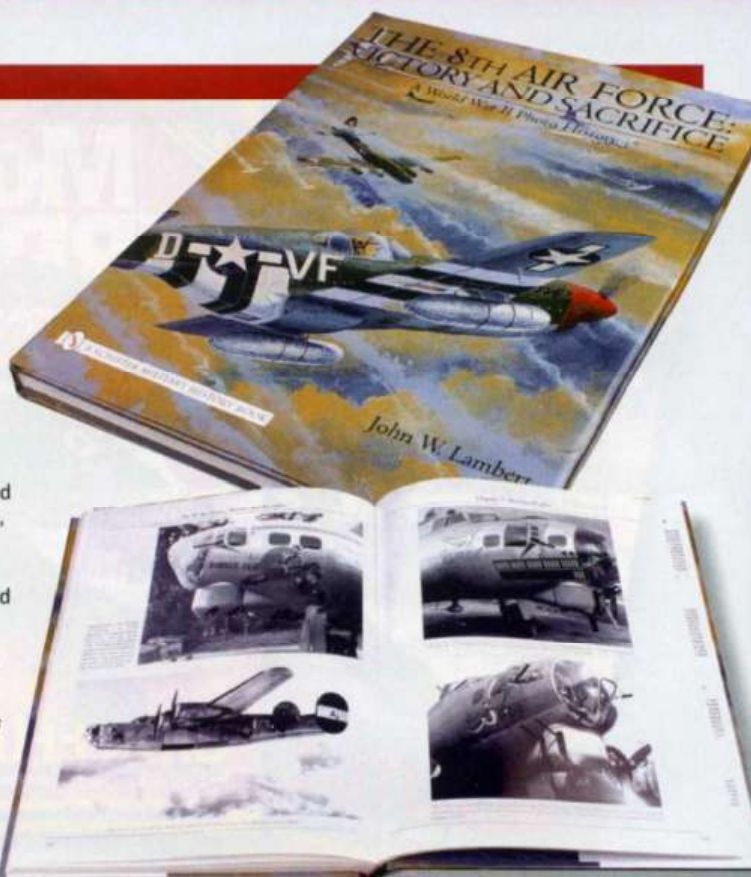
- 160-page, A4, hardback with separate dust jacket
- English
- www.schifferbooks.com

+ As the bi-line on the cover states, this is a photographic history of 8th AF operations in WWII. Narrative is limited to chapter introductions and photo and diagram captions. The coverage itself is split into seven main chapters and these look at the missions, the aircraft, the crews, the opposition, casualties and near misses, the results and finally with a chapter entitled Warbird Profiles. The title is a mass of images, with shots of B-17s and B-24s, as well as escort and PR aircraft, and the section on casualties really brings home just how many failed to return from these hazardous missions. The 'Warbird Profiles' section is a big collection of photos of nose art on B-17s and B-24s, and the last fifteen pages are all in colour. These latter pages include images of the well-known 'Zodiac' Liberators of the 834th BS.

Verdict: This is a very visual reference book that has a lot of good clear images showing both markings and weathering of USAAF bombers in WWII, and for this alone it is one that we can recommend to all USAAF fans.

RATING 8/10

SUPPLIED BY: THANKS TO BUSHWOOD BOOKS



Canberra Part 2

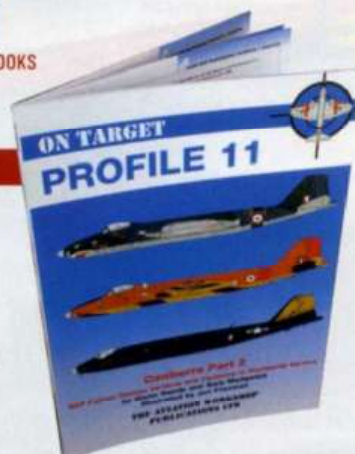
by G. Sands & G. Madgwick

The Aviation Workshop

ISBN: 1-904643-26-4

Price Guide: £TBA

- On Target Profile II
- 64-page, A4, laminated card cover
- English
- www.theaviationworkshop.co.uk



+ The On Target series is well established, and although we have not seen part one of their coverage of the Canberra here we have the second instalment. This deals with the fighter-canopy variants in both RAF and foreign service. The narrative is restricted to an introduction to each section that deals with a specific nation's use of the type, and to extensive captions for any photographs and the mass of excellent colour profiles. The latter make up the bulk of the title, hence the series name, and you get not only the usual side views, but a series of four-view sets as well - very useful.

Verdict: All titles in this series are good, and extremely useful for the modeller. This latest one is no exception and can be highly recommended to all fans of the Canberra.



RATING 9/10

SUPPLIED BY: THANKS TO THE AVIATION BOOKSHOP

An Illustrated History of Carrier Air Wing One

by D. Olson & A. Romano

Model Publishing

ISBN: 88-89392-01-0

Price Guide: €23.50

- 136-page, A4, laminated card cover
- English
- www.aeroslides.com/mod-elpublishing



+ Some of you may recall the excellent Naval Air Weapons Meet 1956-1959 previously done by this publisher, well this similar vein. This first part in the coverage of Carrier Air Wing I deals with the 1934 to 1957 period. The coverage has been split down into years starting with 1938 and the Ranger Air Group, then going year by year up to 1957 with the Mediterranean cruise aboard USS Forrestal. Service aboard USS Ranger, Bunker Hill, Tarawa, Philippine Sea, Coral Sea, Wasp, F.D. Roosevelt, Midway and Forrestal is covered and each section includes a mix of period images and modern colour profiles. Much of the coverage is about the colour and markings of the aircraft types operated and of the allocation of these machines to the Wing.

Verdict: This is a very useful reference and the combination of informative text, period images and modern graphics and profiles makes it ideal for the modeller.

RATING 10/10

SUPPLIED BY: THANKS TO THE MODEL PUBLISHING



Soviet Rocket Fighters

by Y. Gordon

Midland Publishing

ISBN: 1-85780-245-4

Price Guide: £19.99 (UK), \$36.95 (USA)

- Red Star Volume 30
- 128-page, 280mmx215mm, laminated card cover
- English
- www.ianallanpublishing.com

+ Rocket-powered designs from Russia are not something you would think could fill 100+ pages, but this new title proves otherwise. Development of pre-war types is covered, as well as wartime designs fuelled by the need to obtain superiority over Luftwaffe aircraft, and of course in the immediate post-war era Russia gained much information on rocket research captured from Germany. This new title is in typical style for this series, with a very informative narrative text interspersed with a mass of period images. It is broken down into sections that deal with pre-war development, the '302' and '302P' projects, the wartime projects (such as the BI-I), Russian use of Germany technology in the post-war period, Mikoyan and Lavochkin's designs and experiments in Russia in the post-war period by captured German scientists.

Verdict: Although most of these types were only ever projects, and none saw service application, there are many resin and limited-run kits of a great many of the designs covered here, and of course the BI-I has even been produced in injected plastic! The wealth of information combined with the excellent and extensive selection of photographs make it ideal for anyone interested in this subject.

RATING 9/10

SUPPLIED BY: THANKS TO THE IAN ALLAN LTD

Transporter Volume 1 & 2

by M. Pegg

Classic Publications (Ian Allan Ltd)

ISBN: 1-903223-63-46 & 1-903223-64-4

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

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

+ We can cover these two volumes in one go, as they are cover the full 1939 to 1945 period of Luftwaffe transport operations. The first volume deals with the 1939 to 1943 period, while the second continues the story from 1943 through to 1945. The various campaigns in each period are well documented with lots of excellent period black and white images. Some of these have been used to create modern colour side profiles of various machines and there are quite a number of period colour images as well. You will not be surprised to see that the most common type covered in both volumes is the Ju 52, but there is also coverage of the He III, He III Z, Hs 126, Ju 90, Me 321, SM.81, Me 323, Ju 252, Ju 290, Ar 232 and Fi 156.

Verdict: These are excellent new instalments in this series. OK, so transports hardly set the pulse racing, but there are so many photos in these books that may well make you rethink that idea! If you are a Luftwaffe modeller then this series is well worth having and we can recommend these and all other titles in the series.

RATING 9/10

SUPPLIED BY: THANKS TO THE IAN ALLAN LTD

Soviet Rocket Fighters



Curtiss Fighter Aircraft 1917-1948

by F.H. Dean & D. Hagedorn

Schiffer Publications Ltd

ISBN: 0-7643-2580-9

Price Guide: £55.00 (\$69.95)

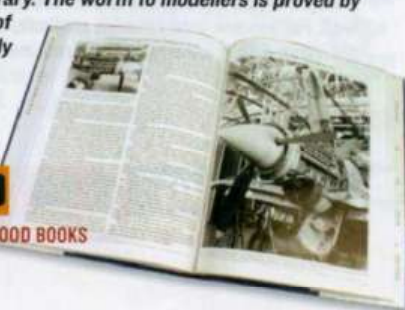
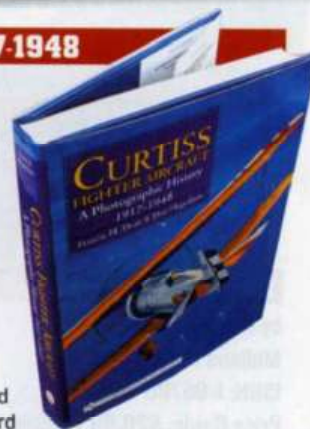
- 384-page, A4, hardback with separate dust jacket
- English
- www.schifferbooks.com

+ This is a superb title, absolutely packed full of information and images. The word 'definitive' is bandied about too much nowadays, but this book really is! As you would expect, the narrative is a chronological account of the fighter types designed and built by Curtiss from 1917 through to 1948. This is broken down into the first Scouts and Pursuit aircraft, WWI fighters, the biplane Hawks, the USN Helldiver, the Sparrow-Hawks, the Hawk and Goshawk, export Hawks, late 1930s experimentals, the Model 75 and P-36, the P-40 and final experimentals, and decline. The bulk of this title is expended in the coverage of the P-36 and P-40 series with 70 pages on each. The whole thing is packed with overall and detail images of each type and so many of these have never been seen before.

Verdict: Anyone interested in American aviation, or especially in any Curtiss fighter, will find this title very useful, and for the pure aviation enthusiast it is a must to add to any reference library. The worth to modellers is proved by the fact that once I saw the images of the XP-55 engine bay open I instantly wanted to go find the 1:48 Czech Model kit!

RATING 10/10

SUPPLIED BY: THANKS TO THE BUSHWOOD BOOKS



books

Calling all Publishers and Authors!

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

Hawker Hurricane

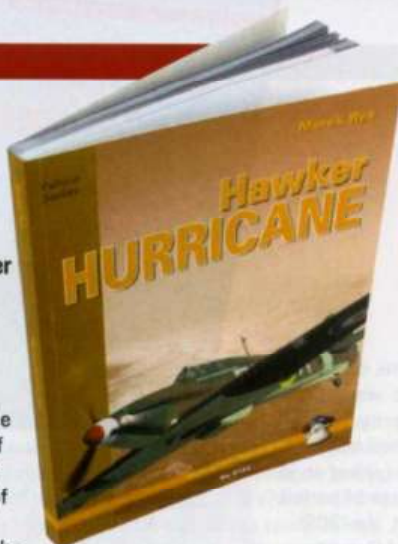
by Marek Rys

Mushroom Model Publications

ISBN: 83-89450-32-1

Price Guide: £12.99

- Yellow Series No.6122
- 184-page, A5, laminated card cover
- English
- www.mmpbooks.biz



+ This is the latest addition to the series combining a good mix of narrative with walk-around images and colour side profiles. The split of narrative to images and profiles is once again at around 50/50, with the former taking the first 80 pages and the latter from 81 to 184. The narrative charts the origins and development of the Hurricane, with a good mix of period images and some useful scrap views and plans of each mark. This is followed by the photographic section, which combines walk-around images of various airframes preserved around the world with a mix of diagrams from the flight manual. The last 15 pages are all colour profiles, with one or two per page. Readers in the UK and Europe can obtain a copy for £14.00 (inc. P&P) from the publisher, in the USA it is stocked by MMD (Squadron) and in Australia by Platypus Publications.

Verdict: The Hurricane is a modelling favourite, with good kits in all scales save for 1:32, so this is a new title that can be highly recommended to all its fans.

RATING 9/10

SUPPLIED BY: THANKS TO THE MUSHROOM MODEL PUBLICATIONS

Black Cross - Red Star Vol.3

by C. Berström, A. Dikob & V. Antipov

Eagle Editions Ltd

ISBN: 0-976-1034-4-3

Price Guide: \$69.95

- 280-page, American A4, hardback cover
- English
- www.eagle-editions.com



+ Airborne operations on the Eastern Front during WWII were the largest and longest in history and this new title charts the conflict from both sides. This is probably the first time that a balanced view of this conflict has been offered in English. It covers the German summer offensive of 1942, air battles over the Caucasus, attacks on Convoy PQ-17, air battles over the Central and Northern zones, the Soviet offensives of the summer and autumn of 1942 and, most of all, the air battle over Stalingrad. All of this is well illustrated with many period images and a series of colour profiles by Claes Sundin.

Verdict: Eagle Editions produce some high quality titles and this new one continues the story of Luftwaffe versus VVS. It can be highly recommended to all Luftwaffe and Russian aviation fans and will be followed latter this year by Vol.4 Stalingrad: Air Bridge Destroyed.

RATING 10/10

SUPPLIED BY: THANKS TO EAGLE EDITIONS LTD

Luftwaffe Advanced Aircraft Projects to 1945 Vol.2

by I. Meye

Midland Publishing

ISBN: 1-85780-242-X

Price Guide: £29.99 (\$54.95)

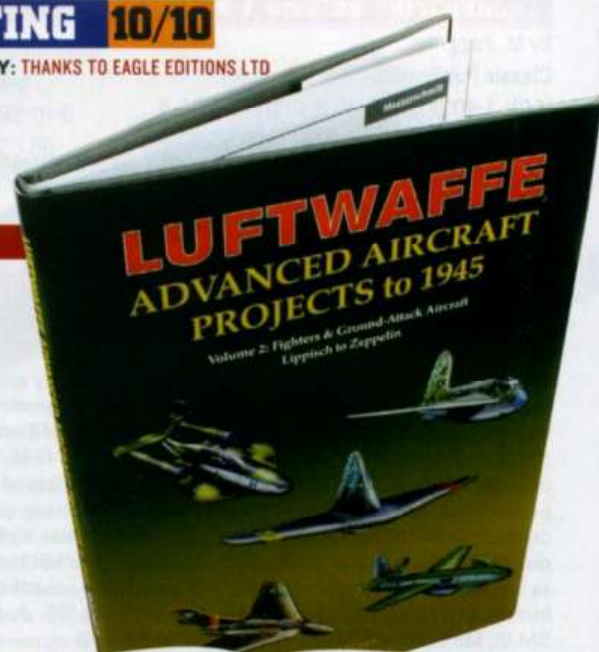
- 176-page, A4, hardback with separate dust jacket
- English

+ We made mention of the previous volume in this series in Issue 15, and the second part of the coverage of fighters and ground-attack aircraft is now available. This is an English-language version of a title that was previously produced during 2004 in German. This second volume offers the same style of coverage as the first with the designs listed in alphabetic order (by manufacturer), so this time around covers from Lippisch to Zeppelin. Each project is illustrated with a colour profile and this is combined with technical data etc.

Verdict: If you have the first part then you need to add this one to your collection as well. For anyone interested in projects, or specifically in WWII Luftwaffe 'what if?' then this title is ideal as it concisely and clearly lists all of them in one series.

RATING 9/10

SUPPLIED BY: THANKS TO IAN ALLAN LTD



Anytime, Baby!

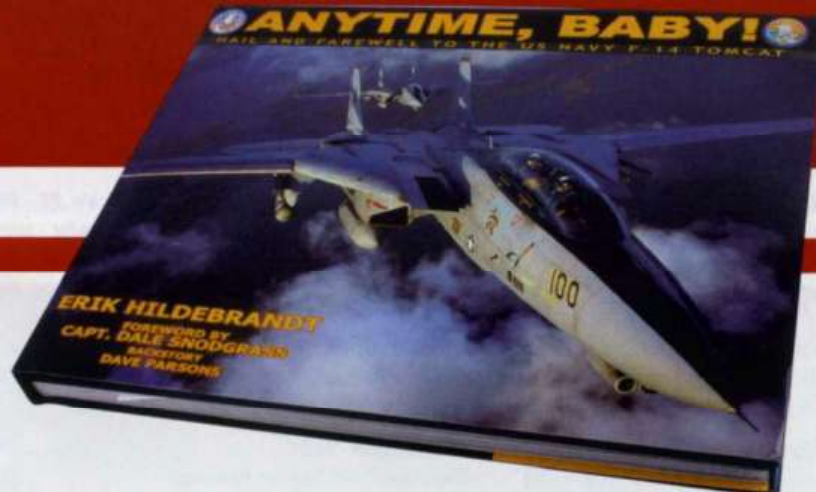
by E. Hilderbrandt

Cleared Hot Media Inc.

ISBN: 0-967-4040-5-3

Price Guide: £27.99

- 190-page, A4 landscape, hardback cover
- English



This title, which has been created to mark the end of the Tomcat's service in the USN, takes the form of a massive photographic reference. There is little narrative throughout, save for some instructions and captions, the main reason for the title being the photos. These are all in full colour and are produced large on each A4 landscape page. Each chapter takes a look at the final operators of the F-14, with VF-211, VF-11, VF-32, VF-143, VF-101, VF-213 and VF-31 all covered along with the scrapping of decommissioned F-14s and the replacement for the F-14, the F/A-18E/F Super Hornet. Most of the images are in-flight, but there is also a good mix of shots of the Tomcat 'at work' and on the deck.

Verdict: It is sad to think of the Tomcat as being no more, but at least with such fine photographic references as this they are gone, but not forgotten. If you are a Tomcat fan, and who isn't, then this book is for you.



RATING 10/10

SUPPLIED BY: THANKS TO MIDLAND COUNTIES PUBLICATIONS

Aermacchi

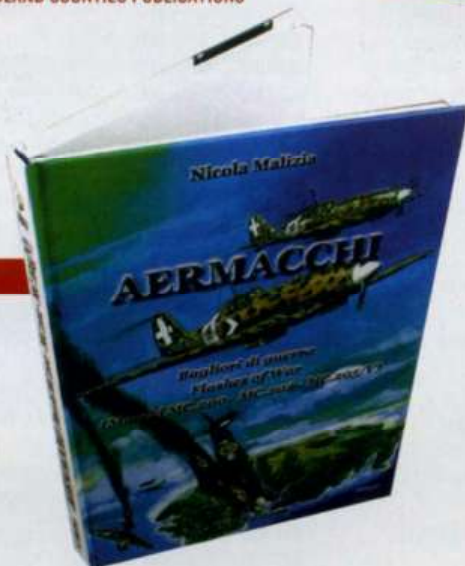
by N. Malizia

IBN Editore

ISBN: 88-7565-030-6

Price Guide: €42.50

- 256-page, A4, casebound
- Italian & English
- www.ibneditore.it



+ This title is set with the narrative split 50/50 on each page, Italian to the left and English on the right. This narrative charts and describes the Macchi C.200, C.202 and C.205V. Each type gets its own chapter, and within this the type is described and its operational service with the Regia Aeronautica is charted via the units that operated it, together with its production and serial numbers, and its dimensions and performance. The title then moves on to deal with the armistice, the Co-belligerent Air Force, the Aeronautica Nazionale Repubblicana, the end of WWII and post-war operations of the C.205 in Egypt. Each chapter is well illustrated and at times the coverage switches from a mix of narrative and images to purely images.

Verdict: Books on the C.200, C.202 and C.205 have been done before, but this new one combines a hardback format with a mass of information in English and a huge selection of images. The latter aspect makes this a real must for any Regia Aeronautica or ANR modellers out there.



RATING 10/10

SUPPLIED BY: THANKS TO IBN EDITORE

Dassault Mirage F.1

by Mark Attrill & Mark Rolfe

The Aviation Workshop

ISBN: 1-904643-10-8

Price Guide: £TBA

- Spotlight No.1
- 80-page, A4, laminated card cover
- English
- www.theaviationworkshop.co.uk



I am sure you are all familiar with their excellent On Target Profile series, well The Aviation Workshop have now expanded their book production with the launch of this, the first in the new Spotlight series. As you will guess this is a comprehensive study of a specific aircraft type, covering both its history and operational service. This narrative has been combined with a large number of images and a mass of colour profiles. The book is divided with each nation that used the type covered in turn, on top of this there is an extensive series of 1:72 plans and, towards the back, a large series of walk-around images of various airframes. All of this, bar the plans, is in colour and because of Mark Attrill's affinity with Tiger Squadrons, there are some stunning shots of F.1s with Tiger Meet markings.

Verdict: This is an excellent title, with lots of colour images and profiles. The inclusion of scale plans and the walk-around images make it a must for any fan of the F.1, or of French post-war aviation in general.



RATING 9/10

SUPPLIED BY: THANKS TO THE AVIATION BOOKSHOP

newsline

04 / 2007 - Latest news & information for Scale Aircraft Modellers

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

News - Just Released

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

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
Academy	1:48	I2206	IM	Grumman F-14A Tomcat 'Bombrat'	£19.99	RT
Academy	1:48	I2210	IM	Boeing-Vertol CH-46A/D 'Vietnam'	£34.99	RT
AML	1:72	72032	IM/R	Macchi C.200 'fighter-bomber'	£12.99	RT
AML	1:72	72035	IM/R	Avia S-199 'Sakeen'	£12.50	NT
A-Model	1:72	72145	IM	Bell P-59A/B Airacomet	£10.99	NT
AZ Models	1:72	72004	IM	Breguet Br.14A2 'In French service'	£18.40	NT
AZ Models	1:72	72005	IM	Breguet Br.14A2 'In Europe service'	£18.40	NT
AZ Models	1:72	72006	IM	Breguet Br.14B 'In French service'	£18.40	NT
AZ Models	1:72	72007	IM	Breguet Br.14A2/B2	£18.40	NT
Azur	1:72	A067	IM/R	Baltimore Mk V 'I/18 Picardie'	£17.70	RE
Bronco Models	1:35	35014	IM	Piper L-4H Cub 'Grasshopper'	£22.50	NT
Eastern Express	1:72	72225	IM	De Havilland Sea Venom FAW Mk 21/52	£5.99	RE Ex-Frog
Eastern Express	1:72	72266	IM	Fairey Gannet Mk I	£4.99	RE Ex-Frog
Eduard	1:144	4421	IM/PE	Messerschmitt Me 262B [Dual Combo]	£5.60	NT
Eduard	1:72	2105	IM/PE	Spad XIII 'Early' [Dual Combo]	£13.50	NT
Eduard	1:48	8446	IM	Roland C.II 'Weekend series'	£7.50	RE
FM	1:48	6055	IM/R/PE	Henschel Hs 126	£35.50	NT
F-rsin	1:144	I4451	R	Nord Noratlas 'Air Algerie'	£27.50	NT
F-rsin	1:144	I4452	R	Nord Noratlas 'U.A.T.'	£27.50	NT
F-rsin	1:144	I4453	R	Ilyushin Il-14 'Interflug'	£27.50	NT
F-rsin	1:144	I4454	R	Ilyushin Il-14 'Malev'	£27.50	NT
Hasegawa	1:48	09720	IM	Fw 190A-4/F-1 'Tunisia'	£16.99	RE
Hobby Boss	1:48	80315	IM	Dassault Mirage IIIC	£12.99	NT
Hobby Boss	1:48	80316	IM	Dassault Mirage IIICJ	£12.99	NT
HR Models	1:72	7360	R/PE	Avia B-534/IV 'Bulgaria'	£19.10	NT
HR Models	1:72	7361	R/PE	Avia B-534/IV 'Slovakia'	£19.10	NT
HR Models	1:72	7362	R/PE	Avia B-534/IV 'Luftwaffe'	£19.10	NT
MPM	1:72	72529	IM/PE	Focke Wulf Fw 189A-2 'Night Fighter'	£12.85	RT
Maquette	1:72	3114	IM	Me 163 Komet	£4.99	RE
Omega Models	1:48	48009	R/PE	Hansa-Brandenburg CC.I flying boat	£57.30	NT
Omega Models	1:72	72191	R/PE	Fokker S.II	£34.50	NT
Planet Models	1:48	164	R/VF	Westland Welkin Mk I	£67.80	NT
Planet Models	1:48	193	R/VF	Focke-Wulf Fw 190 V18/U-1 'Kangau'	£42.85	NT
Revell	1:72	04176	IM	Hawker Tempest Mk V	£3.50	RE
Revell	1:72	04309	IM	De Havilland D.H.2	£2.99	NT
Revell	1:72	04312	IM	Horten HO.IX/Gotha Go 229	£6.99	RE
Revell	1:72	04391	IM	Supermarine Walrus Mk I [Ex-Matchbox]	£3.49	RE
Revell	1:72	04524	IM	Ryan NYP 'Spirit of St. Louis'	£12.99	RE
Revell	1:32	04575	IM	Hughes AH-64A Apache	£24.50	RE Ltd Ed
Revell	1:32	04702	IM	Messerschmitt Bf 109K-4 [Ex-Hasegawa]	£19.99	RE
Revell	1:32	04710	IM	Westland Lysander Mk I/III	£14.99	RE
Revell	1:32	04740	IM	North American P-51B Mustang III 'RAF'	£14.99	RE
Revell	1:32	04756	IM	Bristol Beaufighter Mk I	£16.99	RE
Revell	1:32	04780	IM	Supermarine Seafire Mk IB	£14.99	RE
Revell	1:32	04784	IM	Grumman Martlet Mk V	£14.99	RE
RVHP	1:72	7172	R/VF	Beechcraft RC-12K Guardrail/Com.Sensor Sys 4	£45.99	RT
RVHP	1:72	7173	R/VF	Beechcraft RC-12N Guardrail/Com.Sensor Sys I	£45.99	RT
SMER	1:48	818	IM	Fairey Swordfish Mk II	£5.50	RE
Special Hobby	1:72	72135	IM/R/PE	Reggiane Re.2003 'First Prototype'	£12.85	NT
Sram	1:144	054	R/PE	Caproni Ca-33	£26.80	NT
Tamiya	1:72	60775	IM	Chance-Vought F4U-1A Corsair	£12.99	RT
Tamiya	1:48	61097	IM	Heinkel He 162A-2 Salamander	£18.99	RE
Trumpeter	1:48	02832	IM	Grumman F9F-2 Panther	£18.99	NT
Trumpeter	1:48	02833	IM	Grumman F9F-2P Panther	£18.99	NT
Valom	1:72	72006	IM/R/PE	Blackburn Firebrand TF Mk II	£16.99	RE
Valom	1:72	72018	IM/R/PE	Yak-7B	£15.50	NT
Valom	1:72	72019	IM/R/PE	Yak-7V	£15.50	NT



Academy #12206 F-14A 'Bombrat'



AML #72035 Avia S-199 'Sakeen'



AZ Model #72006 Br.14B 'French'



Eduard #2105 SPAD XIII 'Early'



FM #6055 Henschel Hs 126



MPM #72529 Fw 189 Nightfighter



Planet Models #164 Welkin Mk I



Revell #04702 Bf 109K-4

For all the future kit releases see the 2007 New Kit listing on our website (www.modelairplaneinternational.com).

■ **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
AMC	1:48	48010	R/VF	Zlin 326 A 'Akrobat'	£36.75	NT
AMC	1:48	48012	R/VF	LET LF109 'Pionyr'	£36.75	NT
A-Model	1:72	72003	R/IM	Antonov An-22 'Late Version'	£200.50	NT Ltd Ed
Avis	1:72	72004	IM	Henschel Hs 123A-I	£19.75	NT
Avis	1:72	72005	IM	Kawasaki Ki-10-I	£19.75	NT
Azur	1:72	A009	IM/R	North American NA-57/BT-9	£15.25	RE Ltd Ed
Azur	1:72	A068	IM/R	Dewoitine D.373/376	£TBA	NT March 2007
Classic Airframes	1:48	4114	IM/R	Dornier Do 17Z 'Finnish AF'	£TBA	NT April 2007
Classic Airframes	1:48	4134	IM/R	Messerschmitt Bf 109D 'Mölders'	£TBA	RE April 2007
Eduard	1:144	TBA	IM	Messerschmitt Me 262A 'Dual Combo'	\$9.95	NT March 2007
Eduard	1:72	TBA	IM/PE	Nieuport Ni.17 'Dual Combo'	£TBA	NT April 2007
Eduard	1:48	TBA	IM/PE	Avia B-534	£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'	£14.99	RE March 2007
Hasegawa	1:72	00839	IM	N.A. B-25J Mitchell 'Foreign Air Force'	£19.99	RE March 2007
Hasegawa	1:72	00840	IM	Lockheed SR-71A Blackbird 'NASA'	£15.99	RE March 2007
Hasegawa	1:72	00841	IM	McDD F-15E Strike Eagle 'Iraqi Freedom'	£15.99	RE March 2007
Hasegawa	1:72	00843	IM	Douglas AD-6 Skyraider 'VA-85 Black Falcons'	£TBA	RE April 2007
Hasegawa	1:72	00844	IM	Boeing/McDD F/A-18F 'Low Visibility Part 2'	£TBA	RE April 2007
Hasegawa	1:72	00845	IM	Mitsubishi Karigane Type I Comms Aircraft	£TBA	RE April 2007
Hasegawa	1:48	09734	IM	McDD F-4F Phantom II 'Holloman AFB'	£19.99	RE March 2007
Hasegawa	1:48	09735	IM	Douglas A-4SU Super Skyhawk 'Singapore AF'	£17.99	RT March 2007
Hasegawa	1:48	09736	IM	Boeing/McDD F/A-18E Super Hornet 'Low Vis'	£29.99	RE March 2007
Hasegawa	1:48	09737	IM	Lockheed TF-104G Starfighter 'Boelcke Special'	£TBA	RE April 2007
Hasegawa	1:48	09738	IM	Bell P-400/P-39D Airacobra 'Pin-up Girl'	£TBA	RE April 2007
Hasegawa	1:48	09739	IM	Messerschmitt Bf 109G-6 'Eyeball'	£TBA	RE April 2007
Hasegawa	1:48	09740	IM	Curtiss P-40N Warhawk '15,000th Anniversary'	£TBA	RE April 2007
Hasegawa	1:48	09741	IM	Nakajima Ki-27 'Nomonghan Aces'	£TBA	RE April 2007
Hasegawa	1:48	X4811	IM	'Follow Me' Jeep	£TBA	NT April 2007
Hasegawa	1:32	08171	IM	Junkers Ju 87D 'Nightfighter'	£34.99	RT April 2007
Hasegawa	1:32	ST27	IM	Republic P-47D Thunderbolt	£TBA	RE April 2007
Hobby Boss	1:48	80323	IM	Fairchild-Republic A-10 Thunderbolt II	¥8000	NT
Hobby Boss	1:48	80324	IM	Fairchild-Republic N/AW A-10 Thunderbolt II	¥8000	NT
ICM	1:72	72201	IM	Nakajima Ki-27a	£12.00	NT
LF Models	1:48	4811	R/PE	Curtiss YP-37	£57.25	NT
MPM	1:72	72544	IM/PE	Fokker D.XXI 'Danish Type'	£TBA	RT March 2007
MPM	1:48	48058	IM/PE	Fairey Fulmar Mk I	£TBA	NT March 2007
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 Grief & Hs 293	£13.99	RT 1st Qtr
Revell	1:72	04317	IM	Eurofighter Typhoon Single-Seater	£8.99	RE 1st Qtr
Revell	1:72	04405	IM	Mil Mi-24 Hind D	£12.99	RE 1st Qtr
Revell	1:32	04704	IM	Supermarine Spitfire F Mk 22/24 [Ex-Matchbox]	£14.99	RE 1st Qtr
Special Hobby	1:72	72069	IM/R	BT-9/NJ-1 'US Trainer'	£17.75	RE Ltd Ed
Special Hobby	1:72	72136	IM/R	Junkers Ju 87A Stuka 'Anton in Luftwaffe service'	£20.75	RE
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 March 2007
Trumpeter	1:48	02827	IM	Hawker Sea Hawk Mk 100/IOI	£TBA	NT Due 2007
Trumpeter	1:48	02834	IM	Grumman F9F-3 Panther	£18.99	NT Due 2007



AMC #48012 LET LF 109 'Pionyr'



Avis #72004 Henschel Hs 123A-I



Hasegawa #00839 B-25J 'Foreign Service'



Hasegawa #00841 F-15E 'Iraqi Freedom'



Hasegawa #09734 F-4F 'Holloman AFB'



Hasegawa #09735 A-4SU 'Singapore'



ICM #72201 Ki-27a



MPM #72544 Fokker D.XXI 'Danish'

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.

Letter of the Month

SPONSORED BY ACADEMY.

The selected letter each month will receive an aircraft kit from the Academy range courtesy of Academy and their UK importer, Toyway. The chosen kit will be solely at the discretion of the sponsor; no communication will be entered into.

ACADEMY
HOBBY MODEL KITS

WIMPY CODES?

Hello

Firstly let me say PLEASE, PLEASE keep up the good work. I have read both articles and studied the builds on the 1:48 Wellington with great interest as I have my own to build. My question is this, both builders state that there are issues with the colour of the decals, for the aircraft identification letters should be grey not red. But in Issue 16 on page 29 top righthand corner is an advert for 4+ publications, Wellington medium bomber variants with a picture of the book, and a photo on that book of a Wellington with red identification

letters. Is this a variant or service date difference in identification colours? Your comments would be most helpful.

Regards, Richard

Ed Says: From what both myself and Jamie have dug up the change to red codes was ordered some time around May 1942, so that all new aircraft delivered to units had their codes applied in red. Obviously it took time for all aircraft to be repainted and grey codes could still be seen towards the end of 1942. The image in the 4+ title is a Mk III, which were delivered after the above date and therefore most likely all had red codes from



the outset. There may be exceptions to the rule, but officially the changeover from grey to red codes will have taken place over a period

of time after May 1942 and as all the options in the Trumpeter kit are prior to that date, they should all have Medium Sea Grey codes.

FRUSTRATED MODELLER

Dear Editor,

I have been a modeller since the early sixties and have grown more and more puzzled and frustrated over the years for the modelling society's - or magazine-editors' - never-ending love and over-enthusiasm for the WW2 period. My frustration has now grown to such a proportion that I feel it right to express it. Your May issue of your magazine really turned me down - as it mainly consists of articles from that period.

Thank Heaven that newsagents permit the customers to scan through the magazines before deciding on buying them. I have saved a lot of money not buying magazines that are over-biased "WW-II periodicals"...! Thanks to the publishers that don't wrap their magazines in cellophane.

Hopes that newly launched magazines take the bold step of breaking the WW2 "love story" are rapidly shot down as they seem to focus even more on that particular theme through new standards of colorful and detailed photography and even more in-depth analysis of model subjects of the same era... IS the interest really of such proportions - or is it maintained by hobby magazines - and by veteran modellers of my own age, I wonder? How many over-produced versions in every scale of Spitfires, Messerschmitts, Heinkels and FWs must I/we stand? I cannot refer to any voting-poll to claim that my frustration is widely shared by fellow modellers. Nevertheless, if for no other use, I see from the columns showing top-selling items of



Internet hobby shops that post-war era - both civil and military subjects (incl. 1:144 scale) are widely purchased. The amount of displayed models on modelling exhibitions that I have attended confirm the differentiated interest of eras. This is not - according to my opinion - proportionally reflected in articles in modelling magazines. Assuming that my observations are right - why is this so?? Maybe I am causing a storm of protests - but I take the chance - hoping for more post-war civil and military (not restricted to F-4/-14/-15/16/18 + MiG 29 + Su-27s) subjects in any scale and livery.

Yours truly and with respect to all fellow modellers - regardless period of interest,
Harry Bratz

Ed Says: Well, Harry, that's us told and no mistake! No seriously, I think we have basically copped your feeling of frustration for all modelling titles out there, as I have had a look

through the last 19 editions and have to say in our defence that we are covering what is new and if that is bias towards WWII, then that tells you something about the manufacturers' views of the market. Have a look through the last 19 issues and count up the number of WWII subjects featured in the main build articles as opposed to non-WWII subjects. What is the proportion? I will tell you, it is 33 WWII and 37 non-WWII and if you take something like Issue 12 you will see it has no WWII subjects, the main features being the Grumman F11F, MiG-29 and Antonov An-124. We feature as much of what is new as possible and therefore the contents are often determined by what is being released. In the last 18 months this has seen the likes of Trumpeter taking the fore, with, let's face it, a pre-dominance of WWII subjects! Your comments about internet 'polls' is an interesting one, as it will give you some idea of trends, but only for that shop's stock base, which may not be wholly representative of the hobby in general? If you go to any 'national' modelling convention around the world you will see that on the club tables and in the competition areas the number of WWII-related subjects outnumber everything else by a substantial percentage. We will continue to cover what is new and I cannot therefore undertake that we will not be seen as guilty of a 'WWII bias'.

TEMPLATES

Gentlemen,
Congratulations firstly, on a truly awesome publication, no longer do

I have to purchase magazines that come with motorbikes, drag cars or military stuff, just to get my aviation modelling fix.

Upon closer inspection, I find the step-by-step guides displayed during the kit build sections are an excellent source of reference. They serve to excite and inspire which, in essence, is the reason I buy your publication. I have also found the close-ups in the photo album to be an absolute must, for super-detailers like myself.

Finally, if I could make one constructive comment that may assist in making an already excellent publication even better, it would be to include, (if possible), 'scale templates' wherever any scratchbuilding or superdetailing has been undertaken. This would greatly assist the reader who wishes to push the envelope in terms of developing their own skill level and allow them to follow through on replicating the principles and ideas that have been depicted throughout your publication.

Looking forward to your next issue.
Dave Hollingsworth, Western Australia

Ed Says: Thanks David, I am pleased to hear that you enjoy our magazine. The question of scale templates is one I will keep in mind, as I can see the benefit of such information for readers. It will, of course, be down to the builder planning his work and creating the necessary templates etc., but this is possible now that the requirement has been identified.

events diary

Events of note throughout 2007

March 25th

The Potteries Model Show at Meir Community and Education Centre, Pickford Place, Meir, Stoke-on-Trent. For more information please contact Alan Ewart Tel: 01782 388892, Email: ewaal253@aol.com or Mick Copestake Tel: 01782 392353

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).

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 12th

Southdowns Model Show 3 at Lancing Parish Hall, Lancing, West Sussex. Please contact Paul Janicki on 01403 782638 or Craig Wells on 01273 279635 for more information.

May 13th

The 7th Gloucester IPMS Model Show at Churchdown Community Centre, Parton Road, Churchdown,



Goucestershire. GL3 2JH. For more details contact Alan Firbank (01452 610605 9am to 5pm, Email: afirbank@aol.com) or Jeff Brown (01285 659254 evenings after 7.30pm, Email: jeff.p-51d@tiscali.co.uk)

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)

May 26th & 27th

Scale ACT '07 at the Canberra RSL Club, 15 Moore Street, Canberra City, Australian Capital Territory, Australia. More detailed information visit www.actsms.asn.au or contact Mike Grieve on (+61) 2 6291 1900.

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).

June 9th-11th

Model Expo 2007 and the Australian Open Plastic and Scale Modelling Championships will be held in the Entertainment Centre, Sandown Racecourse, Princes Highway, Springvale, Melbourne, Victoria. For details write to Model Expo, c/o IPMS Australia Inc.,

GPO Box 1187, Melbourne Vic 3001 Australia, or call Graeme Dodd (03) 9808 0341 or Ian Vale (03) 9873 4256 or Email IanVale@bigpond.com.

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 10th & 11th

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

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 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).

COMS
CENTRAL ONTARIO MODEL SHOW

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.

next issue

So, what have we planned for next month's edition? On Sale 26th April 2007



Desert Hunter

Mike Grant completes his Revell 1:72 Hunter F Mk 6 in a fetching desert scheme



Red Racer

Alan Bottoms builds the Aerotech 1:32 D.H.88 Comet to perfection

Tony at 32

The new 1:32 Kawasaki Ki-61 Hien by Andy Ieronymides



Falklands War 25th Anniversary Special
6 pages of colour profiles of the combatants
by Richard J. Caruana



Golly Green
A stunning update to the Fujimi 1:72 MH-53J by Juanjo Dominguez Calvo

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

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THE NEXT ISSUE OF MODEL AIRPLANE INTERNATIONAL IS ON SALE 26th APRIL 2007

last word

NEW LEASE OF LIFE

An odd statement to use with regard to modelling, but we all tend, at one time or another, to have more projects on the go, or stuffed forgotten in boxes, than those we see through to completion?

At this time, our hobby is better than it has ever been, with more companies and products than ever before. We truly can pick and choose what we want, because there is so much out there. This is good, but there is a downside to it all, and that is that too much choice often leads you to move on to a new project before completing the last. In some instances this is fine, especially when working with complex multi-medium kits from which you often need a 'break', but there are instances when it is all about just getting bogged down and going for an easy option and opting out! The volume of new products each month is well illustrated in a magazine like this, choice is not a problem, but as modelling is a process and as getting better at any process is more about learning to deal with mistakes than anything else, don't you think that leaving a project part-built is actually restricting your ability to learn? If we were all happy with our skills and did not want to develop, then maybe it would be valid, but if not, then

not persevering with a problem is actually stopping you from improving. The costs involved with a hobby are a restricting factor, although in comparison with many other pastimes, this hobby of ours is not too bad, however, if you are working to a budget and a project starts to go wrong, don't dump it or put it to one side, use it to test out new techniques and processes. Nearly every month I hear from readers how a project went completely wrong because they had used a new technique or process for the first time 'live' on a brand new modelling project! With so many of you having part-built projects in boxes, why risk a new kit to effectively test out a process. Reading an article can makes many processes seem 'easy', but everything takes time and practice and there will be disasters, oh yeah! So, next time you read something in a magazine, maybe a technique or the use of a new product, don't wait to try it on the latest kit you have just bought, get a few of those unfinished projects out of the cupboard and use them

to try these techniques out on. It is a lot better, and cheaper, to ruin a project that you have no intention of finishing than it is to ruin a brand new kit!

Go on, give those tired old part-builts a whole new lease of life.

Richard A. Franks
Editor - Model Airplane International

THINGS TO DO...

There are not actually that many events in the period between this and the next edition, the only one really being the The Potteries Model Show at Meir Community on the 25th March, but you can do a bit of forward planning for those on in late April. These include the Plymouth Premier Model Show at the Main Guildhall on the 28th and the Scottish National Scale Model Show at the Dewars Centre, Glover Street, Perth on the 28th & 29th. For more details on the former email spotandjoe@blueyonder.co.uk, while information on the latter is available by visiting www.scotnats.org.uk.

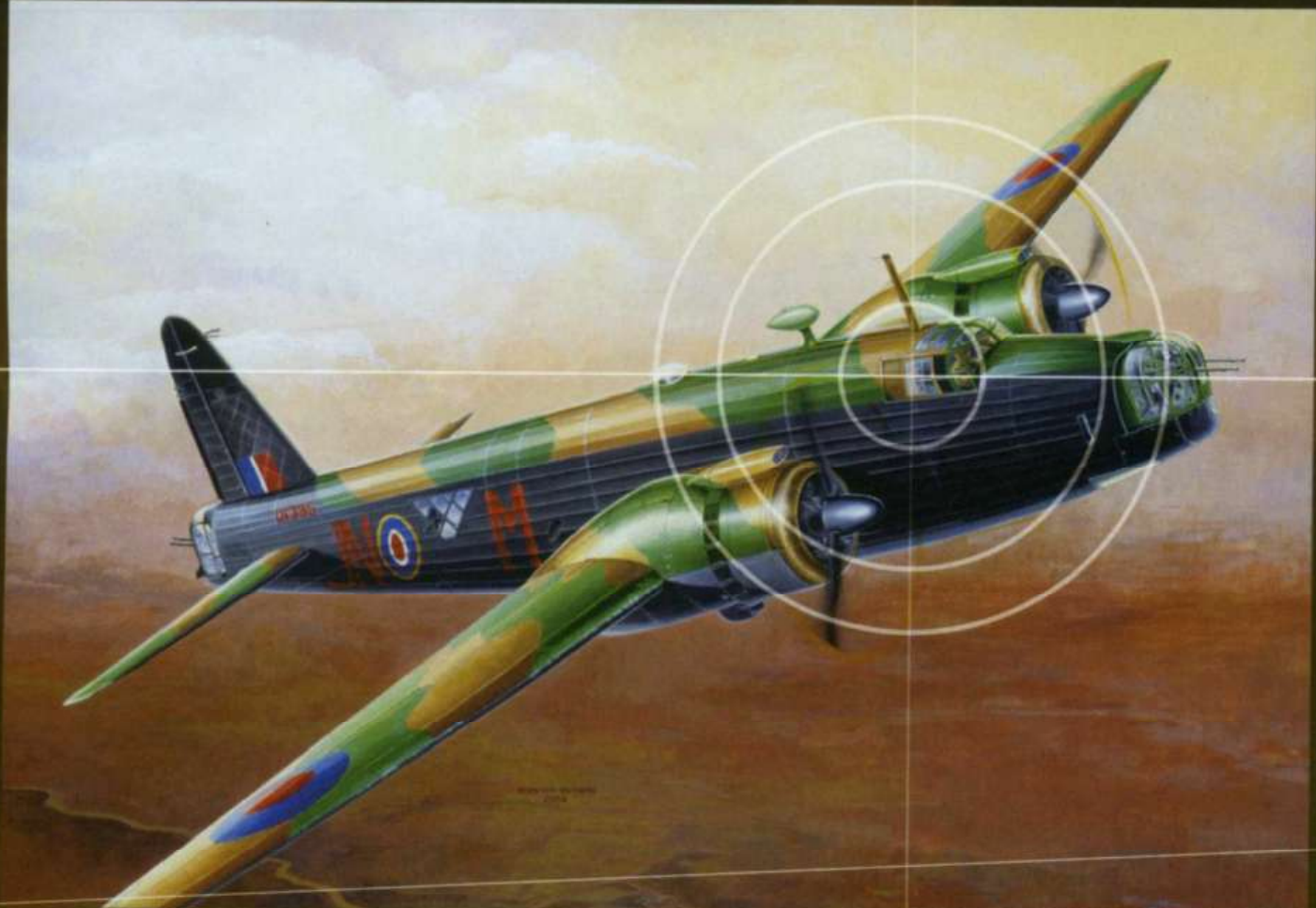
EDITOR'S CHOICE

Four new shades

Alclad II have added four new shades to their range of metallic lacquers and UK stockist Little-cars.com has passed samples of these to us. The new shades are #ALC-II6 Semi-Matt Aluminium, #ALC-II7 Dull Aluminium, #ALC-II8 Gold Titanium and #ALC-II9 Airframe Aluminium. Each comes in the usual screw-top glass container and being Alclad II they are airbrush-ready and will go on superbly over a suitably primed surface. The Airframe Aluminium looks a better bet for aircraft, as it is not as bright as White Aluminium and the other two Aluminium shades will allow endless variation while getting tonal effects on airframes. The Gold Titanium is such a beautiful colour you just want to paint something with it as an excuse! See the Alclad II advertisement elsewhere in this edition for details of their worldwide distribution network.



An old Dragon 1:48 Ju 88, which got damaged during assembly is now used to test out mottling techniques and masks etc.



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Italeri models are available from all good model shops



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1/48 Lockheed Martin® F-16CJ [Block 50] Fighting Falcon® Item 61098

Featuring a wide selection of both historical and modern fighter planes, Tamiya's 1/48 Aircraft Series saw the debut of the world's first 1/48 scale F-16 in 1976. To this we are now adding a high precision scale model of the latest F-16 variant, the F-16CJ Block 50. Featuring the same sleek proportions as our hugely popular 1/32 F-16CJ, we've spared no effort to achieve the ultimate level of detail. Kit depicts upgrades added under the CCIP (Common Configuration Implementation Program), including IFF (Identification Friend or Foe) antenna in front of the canopy and Joint Helmet Mounted Cueing System (JHMCS) for guiding the new AIM-9X Sidewinder missiles, which feature accurately reproduced vectoring nozzles. We allow no compromise, and modelers should accept no substitutes in place of this, the definitive, up-to-date 1/48 scale F-16 model.

Pacific Air Forces, 5th Air Force,
Misawa Air Base, Japan, 2005

Center and inner wing hard points and vertical fin feature poly caps to allow detachment even after assembly.

Horizontal stabilizers are moveable and flaperons can be modeled in either up or down positions.

Comes with detailed markings for 3 aircraft and option to build pre-CCIP version.

Includes pilot figure which can be depicted with either standard or JHMCS flight helmet.

Overall length: 316mm

A full arsenal of air-air/air-ground missiles, fuel tanks, and targeting pods are included.

U.S. Air Forces in Europe, 52nd Fighter Wing,
Spangdahlem AB, Germany, 2005

20th Fighter Wing, 79th Fighter Squadron, Tiger Meet,
Buckley AFB, Colorado, U.S.A., August 2001

AIM-9X SIDEWINDER MISSILE

AIM-9M SIDEWINDER MISSILE

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HARM

AN/ALQ-184
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