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BY RICHARD J. CARUANA

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Kwik Builds of the Academy 1:48 F-14A 'Bombrat', Hasegawa 1:48
Mitsubishi A6M2 with bombs and CMR 1:72 D.H. Sea Vampire T Mk 22

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Colour Profiles

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

1:48

Royal 190

Eduard have made a very special package for their new Fw 190A-8

Eduard have now released their Fw 190A-8 in a 'Royal Class' limited edition boxing. The box contains two complete kits, the first of which is the standard Fw 190A-8, the other includes new parts for famous Rammjäger A-8/R2 version. You only get two kits this time (the I-16 and Fokker D.VII had three), there is no PC game but Eduard have maintained their 'tradition' with the inclusion of a replica medal, this time the Knight's Cross. Probably the most impressive inclusion, from a historical not physical aspect, is a small piece of the airframe of a II.(Sturm)/JG 4 Fw 190A-8/R2, which was shot down on 11th September 1944, over Czech territory [The markings for this aircraft are among the decal options in the kit]. Also included is a bonus publication describing the big air battle over Kovarska/Schmiedeberg, where the above aircraft was shot

down along with 37 German and 18 USAAF aircraft. The final thing to note is the inclusion of a number of photo-etched sets, but there is some confusion about this caused by misinformation circulated in other publications. To put the record straight the kit comes with the following photo-etched sets (two of each) - 48 551 Fw 190A Landing Flaps, 48 555 Fw 190 Tools and Boxes, 48 556 Fw 190A-8, Detail Set, 8173 Fw 190A-8 Interior [Pre-painted] and #R0004-Mask, a set of canopy and wheels Kabuki tape paint masks.

This whole lot will set you back between £90 and £99.99, depending on who you buy it from and before you ask, the production run is limited to 3,000 units, not the 1,000 we saw with the I-16 and D.VII. For more information visit www.eduard.cz or talk with UK importers Hannants or LSA Models.



Revell Returns

1:72 & 1:32

Revell have been busy of late with the reissue of a number of classic kits in 1:32, as well as a couple in 1:72, all of which you will have seen in the special feature on 'British Classics' we did in Issue 20 (p36-39). Those seen here include the reissue of the old Tempest Mk V (#04176/£3.50) and limited edition reissue of the ex-Italeri Jaguar GR Mk I (#04351/£7.99) in 1:72 along with the Bristol Beaufighter Mk If (#04756/£16.99), V.S. Seafire Mk Ib (#04780/£14.99) and Grumman Martlet (#04784/£14.99) in 1:32.

All are worth tracking down, as you will kick yourself if you miss them this time around!



Follow Me!

Hasegawa have recently moved into the 1:48 aircraft-related vehicle field with the release of their all-new kit of the Willys Jeep (#X48-II). This kit depicts the brightly painted machines used on airfields for aircraft to follow in or out of dispersal. It is made up of 66 green-coloured and four clear plastic components and includes three figures: driver, radio operator and pilot. The three decal options are USAF, Iwoa; 91st BG, 323rd BS and USAF, Korea, 1950. The first of these is the red/white checkerboard one you see on the box top, these markings coming as decals. Although not in the UK as we write this, it should be by the time you read it, and it looks as if the UK price will be £9.99.



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



Build Your Dream!

NEW RELEASES



04710 Westland Lysander 1:32 scale



04780 Spitfire MK 1B 1:32 scale



04784 Grumman Martlet V 1:32 scale



04756 Bristol Beaufigther 1:32 scale

These are just a selection of the recently reissued range of 16 British Classics from Revell, ask at your local model or hobby shop for more details.

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Foundation Paints

We all know of the Citadel Colour range, well on general release from the 21st April 2007 was the new Citadel Foundation paint range. This is formulated with an emphasis on coverage and is intended to paint straight over black or white undercoats in a single coat. The range is non-toxic, odour free and water-based and can be mixed with all colours

in the standard Citadel Colour range. The boxed set of all eighteen colours will be available for £30.00, with the individual colours going on sale separately from the 2nd June at £2.00 each. For more details visit the Games Workshop website at www.games-workshop.com.

Warbirds CD

Having covered the last couple of releases by Aero Research Co. in previous editions of MAI, they have now released the first volume in their Warbirds Collection. This CD 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.



HARD-HITTING CAT



Not the most inspiring of decal options, especially as both are basically the same?

The Tomcat has been with us for a while now; in fact it came into service way back in October of 1972. Today they have all been retired from active service, but their last tours of duty were carried out as bomb-carrying strike aircraft and that's where they acquired the nickname 'Bomcat'

But this wouldn't have come as any surprise to Grumman, for right back at the beginning of the design programme for this enigmatic fighter, they saw it as a multi-role aircraft and at least one design drawing has it with 12x 500lb bombs loaded into recesses in its broad underside.

Academy's reworking of this classic is a timely addition to our collections as it's based on their F-14A kit, which has also been around for some time. The sprues in the box say 1988, which is a fair while, but it's stood the test of time pretty well, with good detail and design work, neat recessed panels and fine mouldings. The shapes look pretty accurate (apart from the nose and canopy profiles perhaps) and while the cockpit is a little basic you do get a Jockey and RIO to give it the 'human touch'. The 'Bomcat' update comes in the form of new instructions, a new

set of decals and a brand spanking new sprue of weaponry. Now, these sprues were moulded in 2006 and if it's the new standard from Academy, then look out world, because it is just great! The detail work is crisp and beautifully moulded. But you don't just get some new bombs, oh no, you also get a full set of replacement pylons, a Low Altitude Navigation and Targeting for Night (LANTIRN) pod, new nose undercarriage doors with the correct vents and bumps, as well as separate mouldings for the under-nose section and gun vents. These parts may look good, and they fit together

BUILT & WRITTEN BY STEVE A. EVANS FROM THE UK

MODEL INFO

SPEC: Academy 1:48 Grumman F-14A 'Bomcat' **KIT NO.:** I2206 **MATERIALS:** IM **AVAILABILITY:** Toyway (UK Importer) and Academy stockists worldwide **PRICE GUIDE:** £19.99

Lots of ordnance and the kit sprues still offer the 'air superiority' set, so these can be used on your Hasegawa kit, which has no ordnance!



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



Paints Used:

LifeColor acrylic:
UA026 Light Compass
Ghost Grey FS36375
UA027 Dark Compass
Ghost Grey FS36320

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

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



The Hasegawa 1:48 Tomcat (top) alongside the Academy version, each having good points, although either will keep Tomcat fans happy

A Tomcat carrying LGBs does look different, as we all expect Phoenix missiles under the belly!



very nicely too, but the sections that fit onto the old kit are a little off. It must be difficult to get old and new moulds aligned properly and I'm afraid that it is a little tricky on the kit. The new nose section is too shallow and too short, needing judicious use of plastic card to fill the gaps. But really this is the only trouble spot, the rest of it going together pretty easily.

The weapons options with this kit are absolutely awesome, because combined with the new sprue's LGB Paveway IIs and JDAMs you also get the complete missile set from the earlier kit. This means you have two Sidewinders, four Sparrows and six Phoenix to play with. Add that to

the Tactical Air Reconnaissance Pod System (TARPS) and two fuel tanks, and it makes this a serious amount of plastic for your money. In fact, this shames the Hasegawa offerings of the Tomcat, for which you have to purchase their separate Weapons Sets to get a good missile fit! The only downside to all this is a rather dreary decal sheet. You get no complaint from me about the quality of them, nor the quantity, because they are just gorgeous and contain a full stencil set for the aircraft, missiles, bombs, pods, the lot. The problem is that the aircraft depicted are just dull, two from VF154 'Black Knights', which are identical apart from numbers. Why couldn't we

have something from one of the other squadrons, especially from VF-103 'Jolly Rogers', as they were the last users of the type? Hmm, a skull-and-crossbones would have looked lovely on the tail. Not to worry, we'll make do. The colour schemes themselves are suitably drab as well, being the full 'low-viz' type of Dark Ghost Grey over Light Ghost Grey. This is offset a little by the dark grey flash over the upper fuselage and the same colour tails which makes for a very classy sort of look. The stencil decals add to it all of course and they worked well although they are a bit stiff, unyielding and fragile, so they need some tender loving care to get the best out of them. But

DO NOT use Mr Mark Softening solution as this just dissolves them, as I found out on a couple of the missile decals.

Weathering was done with pastels, various shades of grey and brown being used; I purposely went a little over the top with it, as I wanted to try and get a rather grubby, tired look to everything. These aircraft are right at the end of their lives and I was trying to capture that feeling.

The complete weapon load (in this case of two LGBs, one LANTIRN pod, two Sparrow and two Sidewinder missiles) gives the whole thing a very busy feel to it and it certainly looks like it could do some serious damage. ■

REFERENCES...

- *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)

FINAL VERDICT

■ Considering the age of the kit and advances that we've seen in the last few years in mould technology, the Academy F-14A is still good value for money as there is just so much 'stuff' in the box and this is a truly excellent way of updating it. However, the Hasegawa kit is still the most accurate out there in this scale, although it's a swine to build. So this really is a case of "ya pays ya money, ya takes ya choice". Do you go for the value or the accuracy? Tough call, because, when complete, the Academy kit looks the business and is much easier to put together. I say buy one of each, then use the spare Phoenix out of the Academy kit to load up the Hasegawa Tomcat ...result!

WHITE-WINGED WARRIOR

BUILT & WRITTEN BY RICHARD A. FRANKS FROM THE UK

This is not a new kit and unlike many of Hasegawa's other kits that are produced as specials with the addition of extra parts in resin, this one cleverly achieves it by just using parts from another of their kits.

MODEL INFO

SPEC: Hasegawa 1:48 Mitsubishi A6M2b Type 21 with 60kg Bombs **KIT NO.:** 09626
MATERIALS: IM **AVAILABILITY:** Amerang Ltd (UK Importer) and Hasegawa stockists worldwide **PRICE GUIDE:** £16.99



The combination of the underwing bombs with the rather unusual colour scheme made this Zero one that was just crying out to be built

The sprues for the 'new' 60kg bombs will have you thinking "why has this kit got floats?" Well the reason is simple, Hasegawa have just taken the sprues out of their A6M2-N 'Rufe' kit, which includes 60kg bombs, and put them in this box! The rest of this kit is their standard A6M2 Type 21 kit (#JT43) and is therefore moulded in the usual mid-grey coloured plastic with excellent recessed panel lines. The cockpit is made as a nicely detailed 'tub' that is inserted into the

fuselage and the upper decking with 7.7mm machine gun barrels is also a separate insert. The correct style cowl with separate exhaust stacks is also included but work is required on the wings, as the recessed lines depicting the trim tabs need to be eradicated and the trim tab linkage arms on the undersides need to be cut off. Other than that, this is a typical Hasegawa product, well engineered, moulded and packaged and it should not prove a problem for anyone to make, complete novice or ultra-experienced

expert. The use of the Rufe sprues does mean you get a set of wing floats and two wheels from the beaching trolley, but hey, they will come in handy, right?

There are two decal options in this kit, the first being a machine of the 381st Naval Flying Group, 311th Fighter Squadron based in the Philippines in April 1944, and the other from the Shokaku Fighter Group in 1942. The latter option is classic early Zero, being light grey overall with a black engine cowling. The first option though

is a little different, as it is green over light grey, OK that is pretty normal, but the vertical fin is orange (supplied as a decal) and the upper outer sections of the wings are either white or grey. The choice here is left up to you, as Hasegawa admit that the colour is debatable and either is an option! I just had to build this option so finished the model in a Mitsubishi IJN Green over IJN Grey and then matched the orange tail to Tamiya Orange (X-6) so I could paint the vertical tail instead of using the large

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



Paints Used:

Alclad II lacquer:
Aluminium
Jet Exhaust
White Aluminium

Polly Scale acrylics
Flat White
Flat Varnish

Tamiya acrylics
X-6 Orange
X-8 Lemon Yellow
XF-9 Hull Red

Xtracolor enamels:
X353 Imperial
Japanese Navy
Green

X354 Imperial
Japanese Navy Grey
X355 Interior
Metallic Blue

Dimensions

Span - 39ft 4 1/2in (12.00m)
Length - 29ft 8 3/4in (9.06m)
Height - 10ft (3.05m)

Dimensions - 1:48

Span - 250mm
Length - 188.7mm
Height - 63.5mm

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



The drop tank was done in a pale yellow, just to give some contrast although the wing-mounted tanks were sometimes this colour so I thought, 'why not!'



The little racks and 60kg bombs out the AGM-2N Rufe kit make for an easy addition. The fins need replacing with thin plasticard though really as they are far too thick



decal (didn't fancy getting it to line up on the leading/trailing edges). The dark green does mean you can have fun weathering and pre- or post-shading it and when you get to painting the wing tips (I went for white) the darker lower colours makes shading this a doddle too! Weathering on mine took the form of pastels for exhaust and gun staining, a little very dark grey powder for the panel lines and a standard 4B pencil for the paint chips. ■

Weathering was fairly heavy, with both post-shading of the wings, pastel dust on the panel lines and silver pencil for the wing roots. It would not be a Zero if the paint wasn't tatty though!

REFERENCES

- *Camouflage & Markings of IJN Aircraft*, Model Art No.272
- *Imperial Japanese Army & Navy Night Fighters* by S. Nohara & K. Osno, Model Art Special No.595 (Model Art & Co 2001)
- *Mitsubishi AGM Zero*, Aero Detail No.7 (Dai Nippon Kaiga Co.)
- *Mitsubishi AGM2*, Maru Mechanic No.3
- *Mitsubishi AGM5*, Maru Mechanic No. 4 (1977) & No. 14
- *Meatballs and Dead Birds* by James P. Gallagher (Stackpole Books 2005 ISBN: 1-8117-3161-8)
- *Mitsubishi Type Zero Carrier Fighter Model II/21*, Famous Aircraft of the World No.5 & 55 (Bunrin Do)
- *Mitsubishi Type Zero Carrier Fighter*, Famous Aircraft of the World No.56 (Bunrin-do)

- *Mitsubishi AGM Reisen Zero* by P. Marchand & J. Takamori, Les Ailes de Gloire No.2 (Editions Indochine 2001)
- *Mitsubishi AGM-1/2/2N Zero-Sen of the Japanese Naval Air Service* by R.M. Bueschel (Schiffer ISBN: 0-88740-754-4)
- *Mitsubishi AGM2 Zero-Sen* by R.J. Francillon, Profile No.129 (Profile Publications 1966)
- *Zero Fighter Illustrated - The Type Zero Carrier Fighter* (Green Arrow Publications 2003)
- *Zero fighter technical illustrations* by H. Shobo (N/K 2003)
- *Zero In Action No.59* (Squadron/Signal Publications)
- *Zero*, Warbird History (Motorbooks Int.)

FINAL VERDICT

■ Lovely, you just can't have too many of these lovely Hasegawa Zero kits in the collection. It has no hidden surprises when being built and makes up into a lovely little model of one of the prettiest fighters of WWII. Get one while you can, this is only a limited edition kit, so once out of production that is it.

The inclusion of the separate nose cover with the detailed interior and the option to cut open the vac-formed canopy are all very impressive for 1:72



MODEL INFO

SPEC: CMR 1:72 De Havilland Sea Vampire
T Mk 22 KIT NO.: 153 **MATERIALS:** R
AVAILABILITY: Hannants (UK Importer) and
 CMR stockists worldwide **PRICE GUIDE:**
 £26.65

**BUILT & WRITTEN BY IAN RUSCOE
 FROM THE UK**

TWIN-STICK NAVAL

The two-seat trainer version of the Vampire in RAF T Mk II and RN T Mk 22 forms were the last of the Vampire line and those with the RAF remained in service from 1950 through to 1966.

The kit parts come in a compartmented heat sealed packet, not the best way of packing delicate parts but who am I to judge? [CMR now package all their new kits within a cardboard box as well - Ed]. The parts have some beautiful cast detail, from the finely engraved panel lines to the intricate detail of the cockpit and nose interior. The instructions come in the standard CMR method of 99% illustration 1% literature, but it works, you can follow exactly where the parts are to be located. A small amount of scratch-building is required in the shape of tiny blades inside the engine intakes that

have to be made from plasticard. The necessary templates are provided, so you simply copy them and cut out the shapes and install them. Five colour scheme options are provided: I chose the box top scheme of the Admiral's Barge, Station Flight, RNAS Yeovilton, 9th September 1967.

Assembly begins with the tiny fuselage/cockpit; the fuselage is split horizontally along its length with the wings and lower fuselage as one piece and the upper fuselage as the other. The tail and booms are separate assemblies. I cleaned up the cockpit and nose avionics bay parts, which was basically just a matter of removing

the parts from the casting lugs. The detail is excellent so I decided to build the model with the canopy and nose avionics panel open, as this is given as an option in the kit. After spraying these parts in XF-1 Flat Black I shaded them with XF-69 NATO Black before proceeding with the delicate task of detail painting. Once I was happy with the results an oil paint wash of Raw Umber was applied and after drying the parts were gently drybrushed. The glazing in the instrument panel was picked in with X-22 Clear and that was it, this area was finished. Moving on to the tail and tail booms, these parts were cleaned up and test

fitted before being glued into position. In hindsight I should have replaced the cast location plug on the tail booms with a piece of thick wire, as I accidentally broke one boom at the fuselage/boom joint because the fit is excellent but fragile. Next come the nose avionics bay panel, canopy and landing flaps. The canopy is supplied as a vacform and two are supplied in case of mishaps. The nose panel and canopy were left off until the end, but I decided to fit the flaps in the lowered position as the kit gives you this option, and as nearly all photographs of Vampires show them in the lowered position when the aircraft are parked

YOU WILL NEED...

Before Starting:

- Cyanoacrylate
- Tamiya Masking Tape
- Blu-Tack
- Scalpel
- Micro-Mesh sanding sticks



Paints Used:

Tamiya acrylic:
 X-22 Clear
 XF-1 Flat Black
 XF-2 Flat White
 XF-8 Flat Blue
 XF-19 Sky Grey
 XF-50 Field Blue
 XF-69 NATO Black

Xtracrylix acrylic:
 Flat Varnish

Dimensions

Span - 38ft 0in (11.58m)
 Length - 34ft 7in (10.55m)
 Height - 6ft 2in (1.86m)

Dimensions - 1:72

Span - 160.8mm
 Length - 146.5mm
 Height - 25.8mm

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



The overall blue and white scheme of the Sea Vampire does make for a very pleasing model

RATING

I felt it was the more fitting option. The next and final assembly stage covers the undercarriage, which is cast entirely in resin and although the parts may look fragile they are quite sturdy. In this stage you're also given the option of fitting underwing fuel tanks, which are cast in one piece so just require cutting from the casting blocks. I fitted them, because for one thing they add additional weight forward to counter the weight of the tail, as there is nowhere to put weight in the fuselage. As it happens CMR have managed to just about balance the model so it doesn't tail sit. Even though the overall colours are Glossy Sea Blue

over white I personally don't like it on small-scale models as I think it makes them look like toys. So I followed the painting instructions except by doing it with matt colours. After masking the canopy and avionics bay and sub-assemblies the model was primed in XF-19 Sky Grey to check for blemishes. This was followed by post-shading the undersides in XF-2 Flat White, then once dry the demarcation between the two colours was masked and the Sea Blue sprayed. I used XF-8 Flat Blue post shaded with XF-50 Field Blue for this, the latter colour being applied very thinly. Next the detail painting was carried out using colours from the



Overall detail is impressive, with only the splitter plates in the intakes having to be made by the modeller

Vallejo Model Colour range, and once dry the model received a coat of X-22 Clear to protect the paint and aid the application of the decals. The supplied decals are excellent and settle down perfectly onto the surface of the model. I didn't use any setting solutions, as

they weren't necessary. Once dry a coat of Xtracrylix Flat Varnish was applied and the navigation lights picked out. Finally the sub-assemblies, canopy and avionics bay panel were positioned before a final dusting with pastel chalks to weather the overall scheme. ■

REFERENCES

- *De Havilland Vampire*, Warpaint No.27 (Hall Park Books)
- *De Havilland Vampire: The Complete History* by D. Watkins (Sutton Publishing, 1996 ISBN: 1-84015-023-8)
- *De Havilland Vampire F.1-T.55* by R. Levy and R. Ward (Osprey, 1973)
- *De Havilland Vampire Mk 5 & 9, Profile No.48* by F.K. Mason (Profile Publications, 1965)
- *De Havilland Vampire, Venom and Sea Vixen* by P.J. Birtles, Postwar Military Aircraft No. 5 (Ian Allan, 1986)
- *Vampire et Mistral en France* (Le Trait d'Union)
- *Le Fanatique de l'Aviation* No. 124 & 128

FINAL VERDICT

- I think this kit was definitely worth the effort as the level of cast detail and overall cleanliness of the parts was impressive. All that CMR needed to do was improve their packaging, which they have now done, so all in all, a definite 10/10!

FLYING CARP

BUILT & WRITTEN BY MIKE GRANT FROM CANADA.

With its big spatted wheels, greenhouse canopy and underslung gondola, the PZL P-23 Karas (Crucian Carp) is one of those quirky looking aircraft that wouldn't look out of place in Armée de l'Air markings. But the aircraft was very much a homegrown Polish product, and it's obvious upon opening the box that for Polish manufacturer Mirage Hobby (boxed here by WCM), this production has been a labour of love.

The overall impression is that this is a well thought out and carefully researched kit. The box is packed with the plastic sprues, a comprehensive sheet of brass photo-etch details, resin parts, a beautiful decal sheet by Techmod and a 12-page instruction booklet. Apart from nicely executed construction diagrams there are colour profiles and a whole page of painting information, which goes into some detail about the research carried out and gives Vallejo paint references.

Amongst the resin parts are three crew figures; their poses look slightly strange until they're posed in the aircraft, although I decided not to use them, as they would obscure the interior detail and, oh yes, my figure-painting skills suck! There are also six resin 100kg bombs that I would have liked to

use but were too distorted, resembling bananas more than explosive devices. Bending in hot water might have been a solution but the fins were wafer-thin and may not have survived intact.

A close inspection of the plastic parts reveals a wealth of finely moulded detail, particularly on the interior parts. However it's also apparent that there are some sinkage issues, and the major airframe parts exhibit a pebbly texture. Panel lines are finely recessed, except on the outer wing parts. These have an even heavier pebble texture, deep troughs for panel lines and are moulded in a different colour of plastic! It's almost as if they've been tooled and produced by another supplier. The transparent parts, on the other hand, would not look out of place in a Tamiya box, being very crisply moulded and clear.

GETTING STARTED

Stage I is the propeller assembly, and unfortunately these parts are heavily afflicted by sink marks, which doesn't augur well for the rest of the build! Fortunately these prove to be the worst affected parts. A lot of filler and careful sanding are needed here. The engine itself is well represented and WCM provide detailed painting information; a wash of dark brown oil paint really emphasises the cylinder fin details.

THE COCKPIT

This was by far the most labour-intensive part of the build. My advice is to take it slowly, one sub-assembly at a time. The good news is that the majority of it will be seen through that big cockpit glazing and open rear-gunner's station. Study the diagrams before committing to glue, particularly Stages VI and VII, as most of the sidewall components must be attached before the other parts, and in the confusion of arrows, part numbers and paint references it's easy to miss something. Like I did.

WCM suggests building the main cockpit as a 'bath-tub' unit to sandwich between the fuselage halves, but I must admit I was dubious about this approach. I had visions of the fragile completed cockpit assembly being slightly too wide and imploding as I forced the fuselage together, or else being slightly too narrow and leaving a gap between it and the fuselage halves. So I glued each sidewall piece into its respective

MODEL INFO

SPEC: Mirage Hobby 1:48 PZL-23B Karas
KIT NO.: 481305 **MATERIALS:** IM, PE
AVAILABILITY: Creative Models Ltd (UK Importer) and Mirage Hobby stockists worldwide **PRICE GUIDE:** £31.50



YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Tamiya Extra Thin Cement
- Tamiya masking tape
- Sidecutters
- Tweezers
- Sanding sticks & files
- Microscale Kristal Klear
- Micro Set & Sol decal solutions



Accessories Used:

Eduard Mask #EX160 PZL P-23 Karas
Montex Mini Mask #SM48207 PZL P-23 Karas
Greif Lenses [3mm]

Masks Used:

Mike Grant Decals #MG CKP-048
Cockpit Gauges and Placards
Mike Grant Decals #MG RVTS River Decals

The WCM version of the Mirage kit, as built by Mike. This kit includes additional resin components not seen in the standard version.

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



THE KIT

Please note that the example built by Mike is a special edition done by Mirage in co-operation with the well-known Warsaw Model Center [WCM] (see page 14) and it (#134831) contains the resin figures etc. that are not in the standard Mirage Hobby example (see foot of page). For more details of this special edition visit <http://www.wcm.pl/index.php?lang=eng>.

The kit is packed with detail inside, so the large number of glazings does allow you to see it all once completed. It does mean die-cut painting masks are essential though!

"The flaps and ailerons need their trailing edges thinning quite substantially, but I was pleased with how positively they fit to the wings"

ALSO RECOMMENDED...

Reference books:

- PZL-23 Karas by Tomasz Kopanski (Mushroom Publications ISBN: 83-8945-003-8)
- White Eagles by Robert Peczkowski & Bartłomiej Belcarz (Hikoki Publications ISBN: 1-9021-097-32)

Paints Used:

Gunze Sangyo Mr Color
lacquers;
2 Black
43 Wood Brown
72 Intermediate Blue
215 Copper

Tamiya acrylics:
X-19 Smoke

XF-23 Light Blue
Fine-surface Grey Primer

Xtracrylix acrylics:
XA1111 Olive Drab FS 14087
XA1002 RAF Dark Earth
XA1011 RAF Trainer Yellow
XA1131 Dark Gull Grey
XA1130 Gunship Grey
Matt Varnish

Dimensions

Span - 45ft 9 1/2in (13.95m)
Length - 31ft 9 1/2in (9.682m)
Height - 10ft 10 1/4in (3.30m)

Dimensions - 1:48

Span - 290.6mm
Length - 201.7mm
Height - 68.8mm



The standard Mirage kit of the PZL P-23B

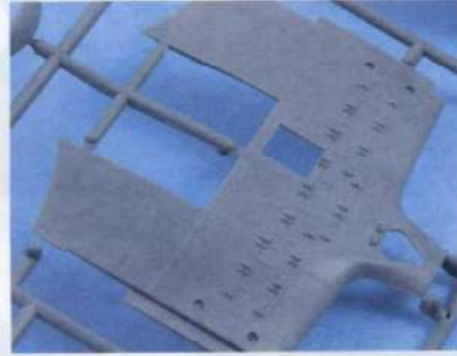
⚠ Wear the right protective clothing when advised

STEP BY STEP GUIDE - IN THE BOX

Nice, sharp detail evident on the sidewall. (There's also a bit of flash but nothing serious)



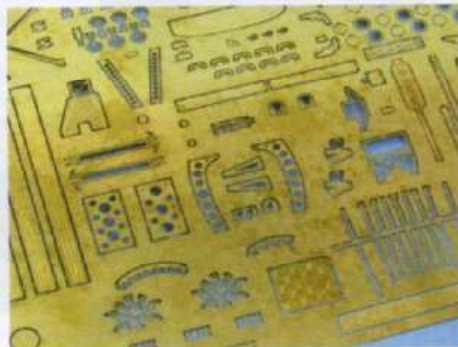
More sidewall detail and a fuselage half, showing the lightly recessed panel lines and surface detail



The lower wing central section showing the slight pebbly texture that covers most of the main airframe components



What a shame I couldn't use these! The resin bombs are both bent and twisted



A close-up of some of the photo-etch parts. There's even a small PZL badge which would look good mounted on the model's base



Heavy sinkage is apparent on the prop and spinner components...

fuselage half, and through constant dry-runs and checking of alignment, built it up from there. In the course of doing this I realized that the camera assembly (parts PR8/PR4) would interfere with the lower wing if glued where specified in stage VII, so some careful adjustments needed to be made. The Mushroom book is a must-have for these stages, showing clearly the interior configuration as well as the potential for further detail. I added a few of the more prominent wires and cables from stretched sprue and copper wire.

I used a lot of different colours in the cockpit area. Several items need to be painted to represent leather, or wood, or canvas, however I tried to vary the colours even on parts of the same materials. This helps to create

an impression of busyness, further enhanced by shading and washes.

MAIN ASSEMBLY

With the cockpit complete I jumped ahead a few stages in the instructions, eager for the model to take shape. I defy anyone to construct the inner ribbing from the photo-etch supplied, as directed in Stage XIII! After several fruitless attempts I abandoned it in favour of some black decal strips. They can barely be seen once the fuselage halves are together anyway, which is also carried out at this stage. Unfortunately the next stage suggests thinning the inside surfaces of the fin to accommodate the rudder - impossible to do once the fuselage has been glued. In short, refer to Stage XIV before Stage XIII.

The wings and control surfaces are fairly straightforward. Those disparate outer-wing parts benefited from sanding and polishing to eliminate the heavy texture, although the panel lines are still much too deep for my liking. The flaps and ailerons need their trailing edges thinning quite substantially, but I was pleased with how positively they fit to the wings. Most photos of the Karas at rest show it with flaps/ailerons in neutral position but with the elevators dropped, so that's how I depicted my model.

The centre wing assembly (parts 20A, 21A, 22A) is a horrible fit to the fuselage. I spent several days filling the gaps with strips of stretched sprue, superglue and Tamiya filler, sanding, polishing and finally rescribing the detail that had been lost. Despite my best precautions I elimi-

nated all of the restrained detail on the wing walkways through sanding, which had to be restored at painting stage. Since this centre-wing section has a couple of glazed pieces on the underside, I protected them with masking tape during this stage.

UNDER-FUSELAGE GONDOLA

This is supplied as a flat, scored part that needs folding, origami-style, into the correct shape. The resulting cross-section must match that of the transparency at each end, a feat that requires slow-drying glue, clamps and a hair-dryer to soften the plastic. Despite my being very careful, the plastic still split at a couple of the corners. Why Mirage/WCM chose this method instead of a conventional pre-formed

STEP BY STEP GUIDE - ASSEMBLING AND MASKING

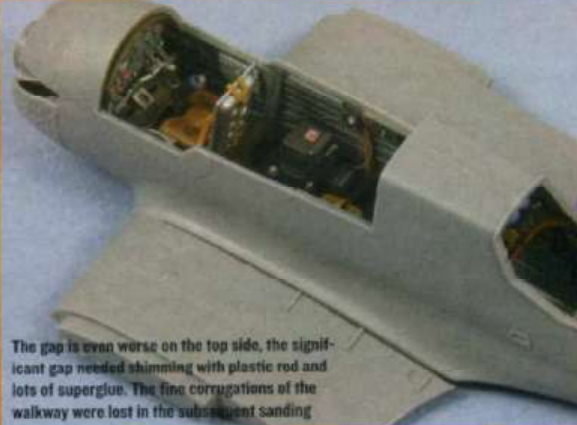
Although the fuselage halves fit well, I clamped them while the Pro-Weld bonded them together



The pebbly surface of the wing at the top gives way to a smooth, polished surface on the wing below, thanks to wet 'n' dry and polishing cloths.



Oh dear. The poor wing-to-fuselage joint is obvious here. Note the protective masking tape over the transparencies

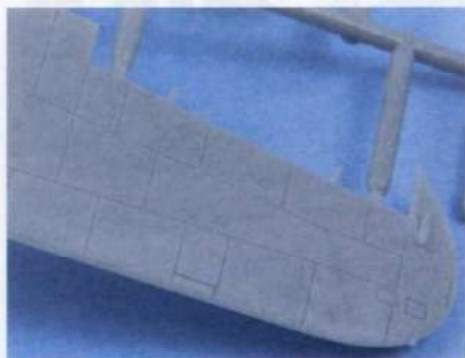


The gap is even worse on the top side, the significant gap needed shimming with plastic rod and lots of superglue. The fine corrugations of the walkway were lost in the subsequent sanding

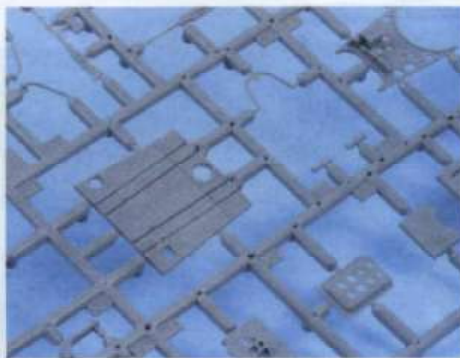
After a lot of work it's beginning to look like a plane, and the wing roots have been sanded smooth. The different colour plastic of the outer wings is evident here



The undersides after much work. The seams have been smoothed and the panel lines re-engraved. This view also shows why it's necessary to paint the undersurfaces of the cockpit interior parts!



The panel lines on the outer wing sections are deeper and wider than those elsewhere on the model. The irregular surface texture is also heavier on these parts



The sinkage problems which affect some parts can be seen here on the sprue intersections. Again, some fine detail has been incorporated by the tool makers



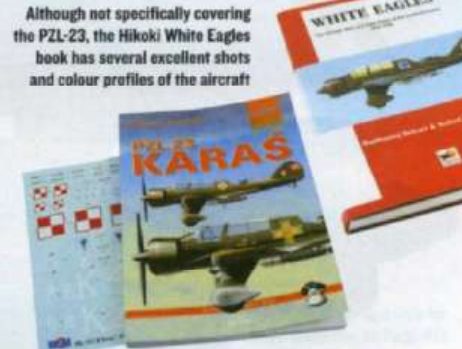
The resin crew of three figures. Apart from the challenges of painting figures like this, removing the body parts from their pour-stubs without destroying the detail looks difficult



...filling and sanding these to a circular section is a challenge



Lovely decal sheet produced by Techmod. Three main alternatives are offered, with minor variations and a full set of fuselage codes



Almost required reference material, the Mushroom book includes great detail photographs, scale plans and colour profiles

part is beyond me, although I'm guessing it must be due to tooling considerations. To further compound my frustration I discovered that the final gondola assembly was a poor fit to the wing undersurface, needing lots of filler.

OTHER DETAILS

The distinctive undercarriage is well represented. The big bulging tyres even have the Dunlop lettering moulded onto them. An odd star-shaped photo-etch part is provided to go behind the domed landing-light covers, but it didn't look like anything in my references. I opted instead for Greif 3mm lenses, which look quite convincing.

The photo-etch sheet contains a plethora of small circular access hatches, strengthening strips and

hinges that must be glued to the model's surface. Several of these sprang from my tweezers into oblivion, and I resorted to plastic card replacements in many cases. The prominent PE strips which connect the outer and inner wing assemblies got bent when I dropped the brass sheet, and no amount of flattening would eliminate the kinks; again, I'd thou plastic card yielded substitutes. (You might have gathered by now that working with photo-etch is not one of my strengths).

All of the tiny grab-handles on the fuselage side and inside the canopy were replaced by thin copper wire.

PAINTING AND DECALING

The model was primed with Tamiya's fine-surface grey primer, the canopy

having first been masked with my preferred Parafilm M. Since I'd be using Xtracrylix for the upper surfaces, a primer coat was a pre-requisite step. The choice of colour scheme is a no-brainer - all PZL P-23B's were khaki over light blue. There were however two shades of khaki, early and late, which the instruction booklet explains in some detail. I've seen virtual cyber-wars break out on online modelling forums over the practice of pre-shading. Its opponents maintain that real aircraft don't display a criss-cross network of dark lines along every panel line, while advocates of the technique claim that a finish void of tonal variation results in a toy-like appearance, just as unrealistic. After some deliberation I decided to go with pre-shading, but attempting to create

randomness to the effect instead of mechanically darkening every panel line. I also used a couple of different colours on the underside pre-shading, where it would be more apparent under the light-blue colour. For this I used Tamiya X-F23 Light Blue. I mixed the late khaki for the top surfaces from three Xtracrylix colours - 70% XA1111 Olive Drab FS 14087 + 20% XA1002 RAF Dark Earth + 20% XA1011 RAF Trainer Yellow. Thinned with Xtracrylix's own brand of thinner it airbrushed beautifully, and I was very happy with its opacity.

After two coats of Future to seal the paint and give it a gloss finish, I applied the kit decals. These are very finely printed, colours are opaque and in register, and the decals slide off the backing paper after only a few seconds. ➔



Control surfaces ready to install, after much thinning of the trailing edges. The trim tabs are supplied as photo-etch items, which I chose to replace with thin plasticard



With the canopy masked I sprayed it with the cockpit interior grey, to be followed by the top surface khaki colour. The resin radiator is beautiful, needing a simple pipe top and bottom to finish it off. Some additional louvers have been added on the nose based on photos and drawings in the Mushroom book



Underside windows have been masked with Tamiya tape, and the large aperture over which the gondola will be fixed has been plugged with a piece of sponge, prior to spraying the under-surface



The tail-skid is a nicely moulded part, although I managed to snap it off in the course of handling the model. Photo-etch parts are included to add further detail, and it also requires a pair of tensioning cables to be added from stretched sprue



Above: PZL P.23B, 44.188/112-N/9, 12 Eskadra Liniowa, 1 Pulk Lotniczy, Poland, September 1939. Light Khaki (*Khaki jasny*) FS30118/Light Blue Grey (*Szarobłękitny*) FS36329 finish with red serial (44.188) on lower rear fuselage; white code '112' below starboard wing, 'N' below port wing. Standard national markings with those below wings in red only



Above: PZL P.23B, 22-D/2, Aviation Cadets School, Deblin. Standard finish and national markings, with those below wings being in red only; code '2' in white. White underwing codes, '22' below starboard and 'D' below port

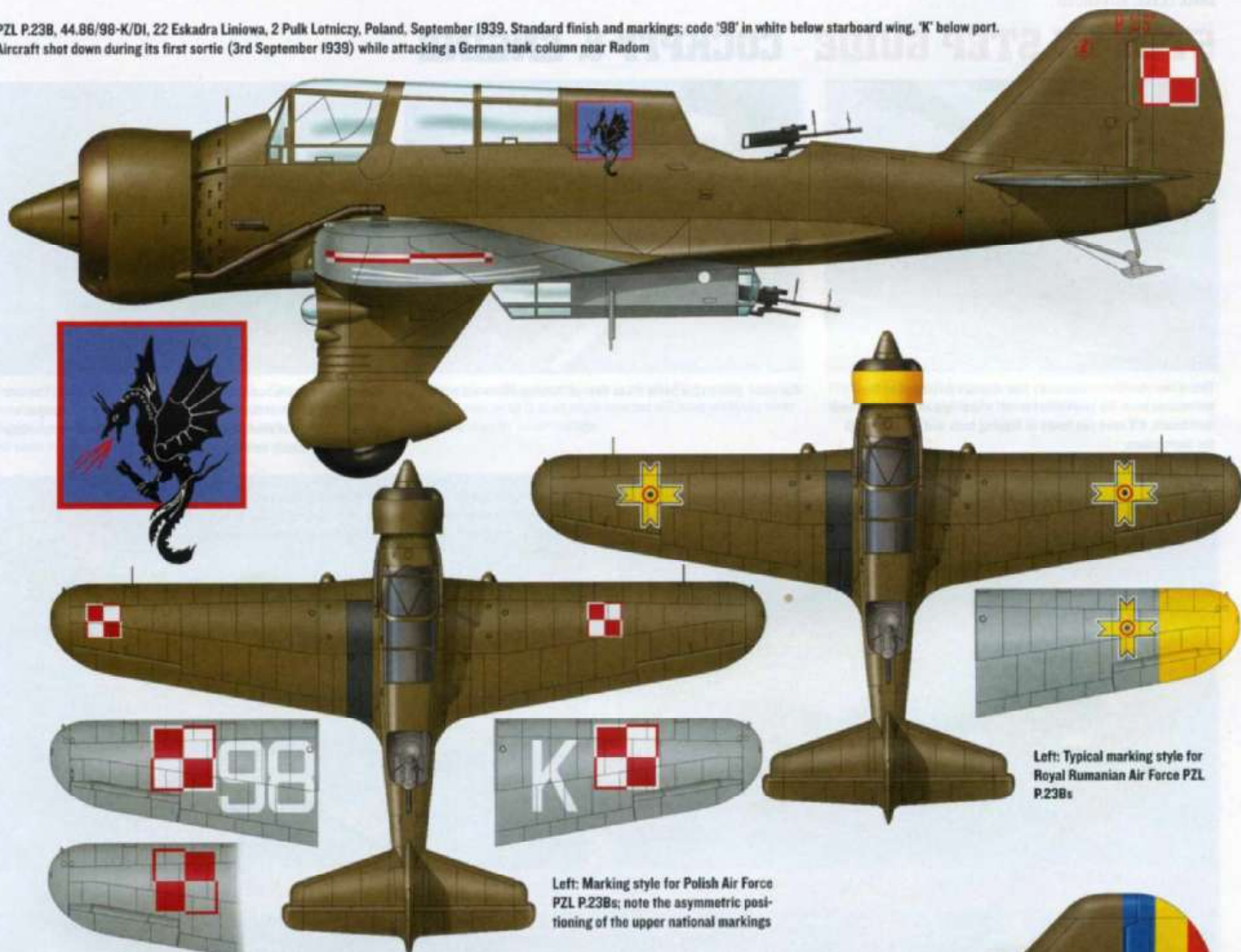


Above: PZL P.23B, 'T', 64 Eskadra Liniowa attached to 6 Pulk Lotniczy, operating from Lwow, 1939. Standard finish and markings, with those below wings being in red only; white code 'T' on fin



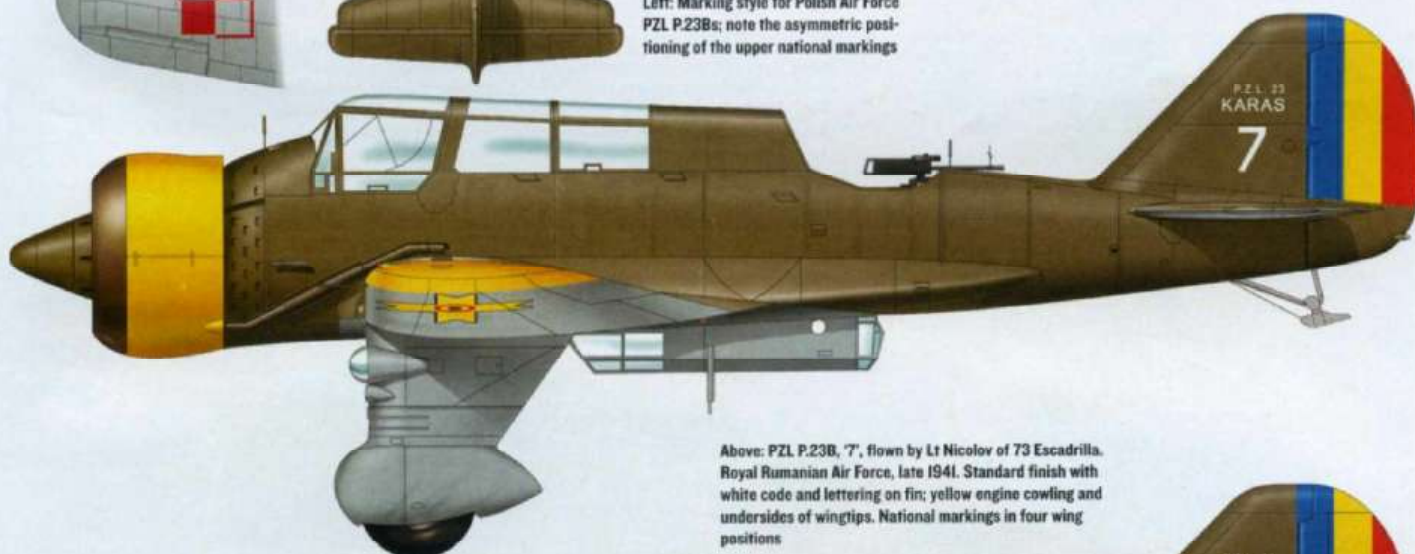
Above: PZL P.23B, 44.102/146-C/I, flown by Kpt. Obs. Jozef Ludwik Skibinski of 55 Eskadra Liniowa, 4 Pulk Lotniczy, Poland, September 1939. Standard finish with white code I on fin; black underwing code, with '146' below starboard and 'C' below port. Standard national markings, except for those below wings which are in red only

PZL P.23B, 44.86/98-K/DI, 22 Eskadra Liniowa, 2 Pułk Lotniczy, Poland, September 1939. Standard finish and markings: code '98' in white below starboard wing, 'K' below port. Aircraft shot down during its first sortie (3rd September 1939) while attacking a German tank column near Radom



Left: Typical marking style for Royal Rumanian Air Force PZL P.23Bs

Left: Marking style for Polish Air Force PZL P.23Bs; note the asymmetric positioning of the upper national markings



Above: PZL P.23B, '7', flown by Lt Nicolov of 73 Escadrilla. Royal Rumanian Air Force, late 1941. Standard finish with white code and lettering on fin; yellow engine cowling and undersides of wingtips. National markings in four wing positions



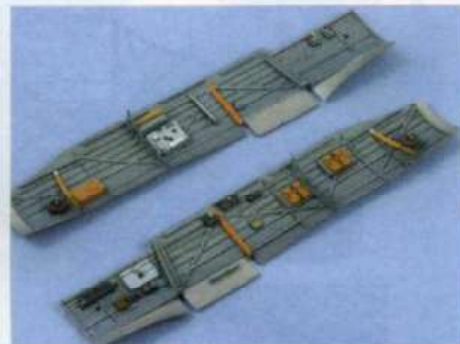
Above: PZL P.23B, '13', 73 Escadrilla. Royal Rumanian Air Force. Morozovskaya (Stalingrad), winter 1942-43. Standard finish with white code and lettering on fin; yellow undersides of wingtips and rear fuselage band. National markings in six wing positions

STEP BY STEP GUIDE - COCKPIT & ENGINE

This is the paint reference chart that appears on page 8 of the instruction book. Do yourself a favour; photocopy and tape it to your workbench, it'll save you hours of flipping back and forth through the instructions



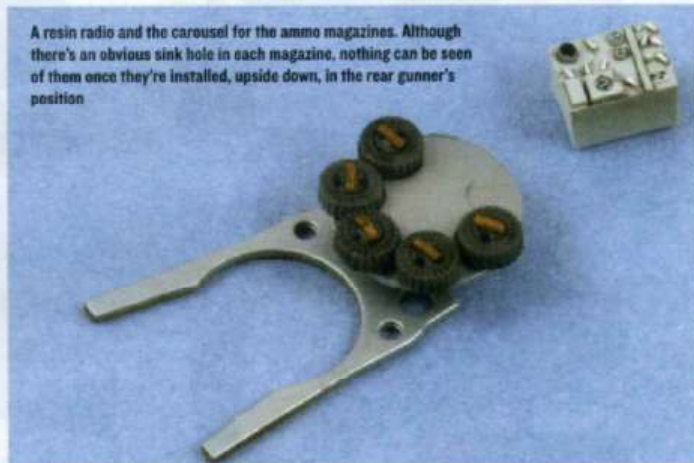
For small photo-etch parts these Tamiya Bonding Pliers are perfect



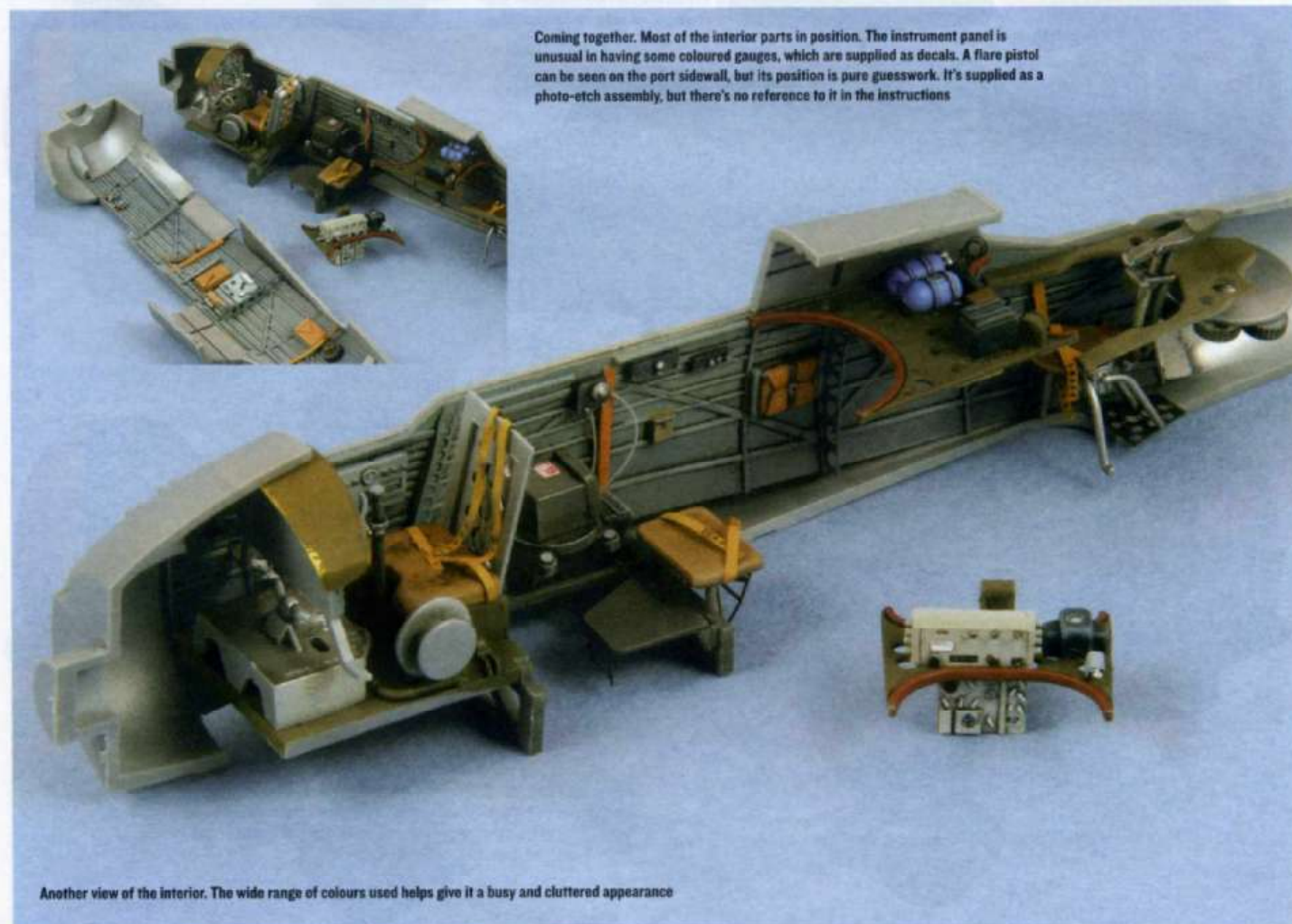
The main sidewalls ready to glue into the fuselage halves. The two restraining straps at the end of each part look to be hanging at a strange angle, but when the aircraft is sitting on its undercarriage they'll hang exactly vertical



More gizmos from the cockpit interior. The Mushroom book helps identify the various parts and is a useful guide to what can be further detailed, such as the oxygen hoses I've added from stretched sprue

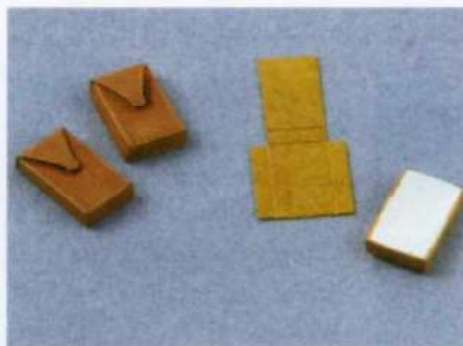


A resin radio and the carousel for the ammo magazines. Although there's an obvious sink hole in each magazine, nothing can be seen of them once they're installed, upside down, in the rear gunner's position



Coming together. Most of the interior parts in position. The instrument panel is unusual in having some coloured gauges, which are supplied as decals. A flare pistol can be seen on the port sidewall, but its position is pure guesswork. It's supplied as a photo-etch assembly, but there's no reference to it in the instructions

Another view of the interior. The wide range of colours used helps give it a busy and cluttered appearance



Anything to minimize working with photo-etch... These document pouches are supplied as flat PE parts to fold to shape, instead I cut blocks of plastic card and used only the photo-etch flap to achieve the same result



The rear gunner's seat and the gun itself with PE gunsight. Again the dangling seat strap is at an angle here but will hang vertically when the plane is on its undercarriage



The front office with the pilot's seat and rudder pedals. I weathered the seat cushion and added a tiny placard decal to the oxygen bottle

Some (not all) of the components that go into the cockpit. The box-like assembly to the right of the pilot's seat is the camera, which points downward through a window in the wing's undersurface



Did I mention I'm no good with photo-etch? This was supposed to be the internal framing between the front and rear cockpits, a victim of severe 'etch-rage'



The various engine components. These long exhausts wouldn't look out of place on a truck. The collector ring has been sprayed with Gunze-Sangyo Bronze and then 'heat-stained' with Tamiya X-19 Smoke



STEP BY STEP GUIDE - COCKPIT & ENGINE

STEP BY STEP GUIDE - UNDERCARRIAGE

The wheels are well represented although only a fraction of them can be seen on the finished model. The DUNLOP lettering is moulded onto the tyre although I chose to use a decal to highlight it



A light coat of silver enamel has been used to prime the undercarriage assemblies and identify any imperfections in the seams

"Amongst the resin parts are three crew figures; their poses look slightly strange until they're posed in the aircraft, although I decided not to use them, as they would obscure the interior detail and, oh yes, my figure-painting skills suck!"



Note that the wheels have been temporarily glued inside the spats using white PVA glue



Painted and glossed, ready for panel highlighting and weathering. No attempt has been made to mask the wheels

However they did seem a little thick, refusing to settle into the surface detail even with the use of Micro Set/Sol solutions. Even after I sliced through the decals when dry, and after another application of Micro Sol, they lay stubbornly across the panel lines.

My usual panel-line wash of watercolour followed, and finally a flat coat of Polly Scale Flat to blend everything together. I kept weathering to a minimum - most wartime photos show well maintained and fairly clean aircraft, the notable exceptions being Luftwaffe captured or disabled examples. Nevertheless, they were in-service combat aircraft and did display signs of routine wear and tear, so a silver pencil was used to add some restrained paint chipping and some fuel stains added using diluted oil paint. A light mist of earth-coloured paint on the undercarriage and some subtle exhaust staining and the Karas was finished. →



Painted and weathered, the undercarriage is ready to fix under the wings...



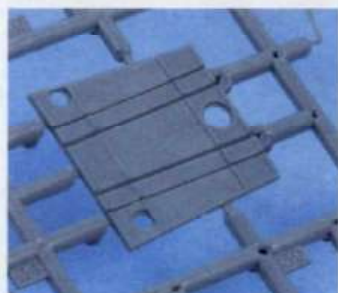
... once the wheels are rotated from their temporary glued state

STEP BY STEP GUIDE - PRE-SHADING

Above & right: Blue and brown paints have been used for the underside pre-shading. The pattern is random and asymmetrical, what isn't pre-shaded being as important as what is for the final result



STEP BY STEP GUIDE - GONDOLA

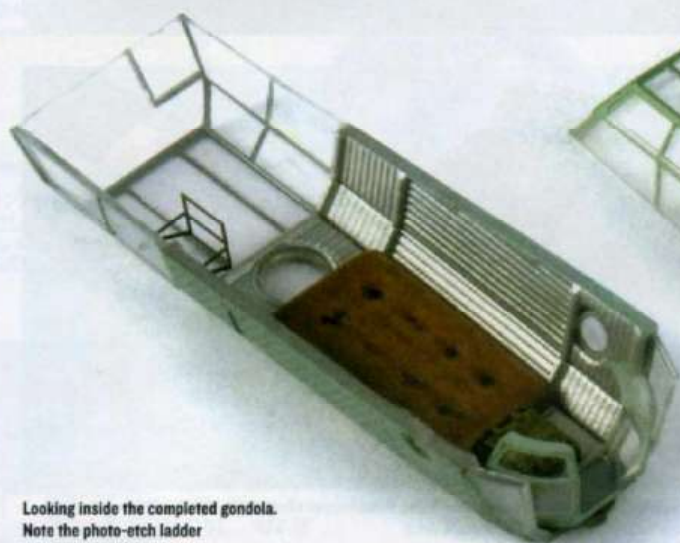
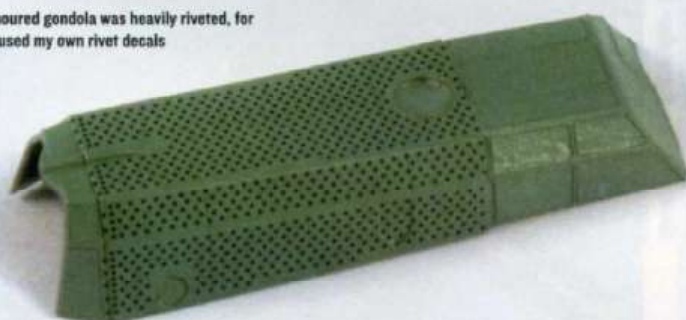


This is the main gondola part, the corrugated ribs are on the inside

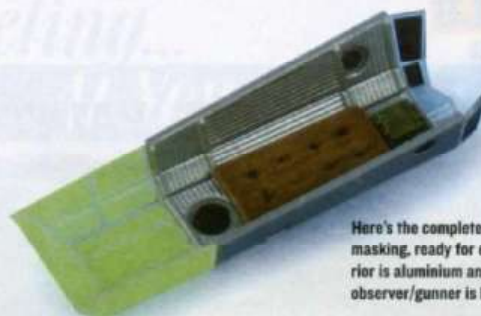


Once folded, the part must be glued and clamped to the transparent part to ensure the correct cross-section. The hair-dryer was used to warm the part while bending, but even so you can see the white lines on the kit part where the plastic is ultra-thin, and in fact it did split in a couple of places

The armoured gondola was heavily riveted, for which I used my own rivet decals



Looking inside the completed gondola. Note the photo-etch ladder



Here's the completed gondola assembly after masking, ready for external painting. The interior is aluminium and the long cushion for the observer/gunner is leather



Masked and ready to spray. The yellow masks are from the Eduard set (#EX-160) and the black vinyl sections from the Montex mask set (#SM 48207). Although both were adequate for the smaller glazed areas, they were both fractionally too small to use on the main canopy



The rivet decals looked a little too stark so they were toned down with an overspray of the light blue, and finally a flat coat



Having coated the light blue areas with a coat of Future, they're masked with Tamiya masking tape ready for upper surface painting



Black was used for pre-shading the top surfaces because of the dark khaki colour that was to follow. Here I've used the black pre-shading in areas that would receive a lot of wear and weathering, such as wing roots and immediately behind the engine

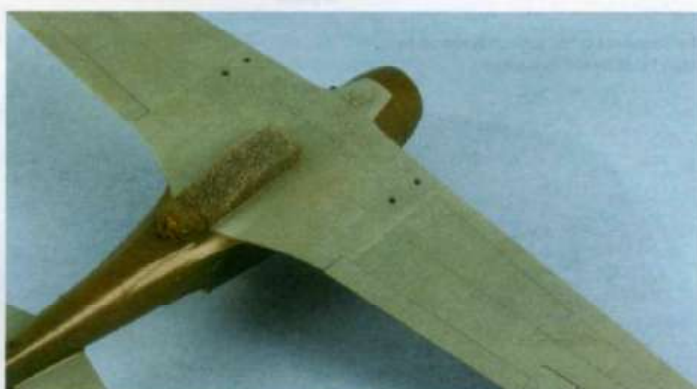
STEP BY STEP GUIDE - PAINTING



The three Xtracrylix paints that went into the late Polish khaki colour



On the home straight, the model has been painted and glossed ready for decaling. Again the pre-shading has added subtle tonal variations to the basic colour



The application of the decals and flat-coat transforms the model. The radiator fins have been highlighted with a wash of black oil paint. Note the machine gun behind the engine, and the texturing on the exhaust pipe



Some light paint chipping has been added with a Prismacolor silver pencil. The fine lines on the walkway have been restored with a homemade decal

STEP BY STEP GUIDE - DETAILS



The grab handles are supplied by Mirage on the photo-etch sheet, but I prefer round-section parts made from fine copper wire

FINAL VERDICT

■ Like the pain of childbirth, most of the difficulties of this build have been forgotten and eclipsed by the end result! The model perfectly captures the eccentric and agricultural feel of the real Karas, but it demands a fairly major commitment of time and old-fashioned modelling skills to get there.

Was it worth the money?

If you're one of those modellers who loves sinking your teeth into a cockpit interior, I can highly recommend this kit - you'll actually be able to see most of your efforts through that big glazing!

1:48 Scale



PZL P11C Rumanian AF

WWII Polish fighter. Exported. Detailed exterior, engine, and cockpit. Includes resin and photo-etch detail parts. Markings for Rumanian AF and Polish AF.
MG48103 \$24.98
Your Price with 25% Discount \$18.69



1:48 Scale

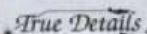


PZL 23A Early WWII

Early WWII Polish bomber/reconnaissance aircraft. Detailed injection molded plastic. Includes photo-etch and markings for 3 Polish aircraft.
MG481303 \$61.98
Your Price with 25% Discount \$46.39



1:48 Scale



PZL P11A-C/P24 A-G Wheel Set
 Two resin main wheels.
TD48074 \$2.48

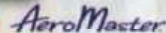


PZL P11C

Topshots Series, English publication by authors Grzegorz Szymanowski and Jan Hoffman. Softcover, 194 photos and free masking foil. 52 pages.
KG11026 \$14.98



1:48 Scale



Early Warriors PZL P11 Decals
 For Mirage kit MG48103.
AN48621 \$10.00



1:48 Scale



PZL-23 Karas Express Mask
 For Mirage kit MG481305.
EU48160 \$7.95



MUSHROOM PUBLICATIONS

PZL P23 Karas (SC)

Comprehensive developmental history of Poland's primary attack aircraft during the early months of WWII. Numerous black-and-white photos, interior and exterior details, and full color profiles. 32 pages of color. 144 pages.
QM8101 \$22.95



1:48 Scale



PZL 23B Karas

1930s Polish-built light bomber and reconnaissance aircraft. Widely used during the September Campaign of 1939 against Germany. Kit features highly detailed engine and 3-seat cockpit interior, recessed panel lines, separately molded flaps and control surfaces, photo-etch and resin (including 100kg PuW bombs). Decals for 4 Polish Air Force aircraft: 21st(1st) Bomber Flight of the Bomber Brigade, Cracow, September 1939. 55th Independent Bomber Flight of the Bomber Brigade, September 1939. CO 12th Line Flight, 1st Air Regiment, Warsaw 1938. 24th Reconnaissance Flight of the 'Krakow' Army, September 1939.
MG481305 \$61.98
Your Price with 25% Discount \$46.39

1:48 Scale



PZL 37A Los

Single tail with extensive interior detailing, bomb bays, bombs and markings for 3 aircraft.
MG48131 \$61.98
Your Price with 25% Discount \$46.39

1:48 Scale

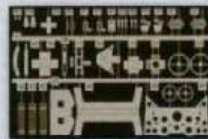


PZL 37B Los

WWII Polish bomber. Double tail with extensive interior detailing, bomb bays, bombs and markings for 3 aircraft.
MG48132 \$61.98
Your Price with 25% Discount \$46.39



Knights of the Polish Chessboard

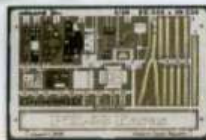


1:48 Scale

PZL-23 Karas Detail Set

Color photo-etch detail set for Mirage kit MG481303.
EU49352 \$19.98

Reference Savings Code:
MA10706 and receive over
25% OFF
 All Kits Shown In This Ad



1:48 Scale



PZL-23 Karas Detail Set

Color zoom photo-etch detail set for Mirage kit MG481305.
EU4352 \$7.95

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Part one

YAK ATTACK

The excellent Yak-1, the precursor of a magnificent series of fighters that began as propeller-driven and ended up being adopting as the first Russian jet-powered designs, although such engines were copies of German engines from the Second World War.

BUILT & WRITTEN BY FRANCISCO
SOLDAT FROM SPAIN



YOU WILL NEED...

Before starting:

- Humbrol Liquid Poly
- Tamiya masking tape
- Sidecutters
- Tweezers
- Sanding sticks & files



Accessories Used:

- Eduard Zoom' #FE166 Yakovlev Yak-1 [£3.15]

Recommended paints:

Alclad II lacquer:
Aluminium

Gunze Sangyo Mr Aqueous Hobby

Color acrylics:

- H30 Flat Base
- H62 Flat White
- H312 Green FS 34227
- H323 Light Blue FS 35526
- H416 RLM 66 (German Grey)
- H422 RLM 82 (Light Green)

Tamiya acrylic:

XF-54 Dark Sea Grey

Vallejo acrylics:

Brown Leather
Red Carmine

Oil Paints:

Raw Sienna
Burnt Sienna
Black

Dimensions

Span - 10.00m (32ft 10in)
Length - 8.5m (27ft 11in)

Dimensions - 1:48

Span - 208.3mm
Length - 176.6mm

MODEL INFO

SPEC: Accurate Miniatures 1:48 Yakovlev Yak-1 **KIT NO.:** 3454 **MATERIALS:** IM **AVAILABILITY:** Creative Models Ltd (UK Distribution) and Accurate Miniatures stockists worldwide **PRICE GUIDE:** Out of Production (See * Note on page 34)



Careful painting, a splash of colour on the rockets and in the national insignia and washes to enhance detail make this model very visually pleasing

The Yak-1 series had its beginning in a specification from the Soviet government as early as 1939. It is also surprising that of the four prototypes presented to meet this specification it was that of the young Alexander S. Yakovlev, a designer whose only previous experience had been with sports planes and gliders, that was to ultimately win. His Ya-26 prototype was authorized into production in June 1941. From this point the designation I-26 was changed to Yak-1, in line with a change in policy that saw types designated by the designer/office, rather than their function ('I' - Istrebitel: fighter). At the same time German troops were starting the invasion of the Soviet Union from the west, so the whole production line and assembly plants had to be moved approximately 1,600km to the Eastern region, towards Kamensk-Uralsk. Surprisingly, and

in spite of these vicissitudes, there was only a delay of 6 weeks, and approximately 500 Yak-1s were in combat at the end of 1941! With wings made of wood and a fuselage of tubular steel, it was a solid aircraft that was simple to maintain and had excellent manoeuvrability. Thus started a legend that reached production, with the final Yak-7 series, of 37,000 examples.

THE MODEL

The model I decided to build was the Yak-1 equipped with skis, a modification that was first seen during the winter period of 1941-1942. This modification was made to allow the Yaks to be able to operate from tracks covered with snow, or air bases that were badly prepared. This was necessary due to the prevailing conditions in Russia and to the limitations of the autonomy under which these aircraft were required to operate during combat. This modifica-

tion was requested in August 1941 and airframe No.38-55 was modified at the Zavod 292 plant under the direction of engineer Grigorev. The skis measured 1.65m in length and were 0.65m wide and were joined to the principal landing gear by a simple 'V'-shaped structure. When retracted the main undercarriage legs fitted into the wheel wells as usual but the skis remained in the airstream. Strangely, the modification did not influence the performance of the type other than in its maximum speed.

I chose Accurate Miniature's magnificent kit (#3454) of the Yak-1 as it included the skis as an option [The recent reissue by Eduard (#1115) did have the skis on the sprues, but no mention of them in the instructions - Ed]. In truth I love Soviet aircraft of WWII and their early jets of the 1950s and 60s. I had not built a kit from this manufacturer prior to this and I must say that, ignoring some small prob-

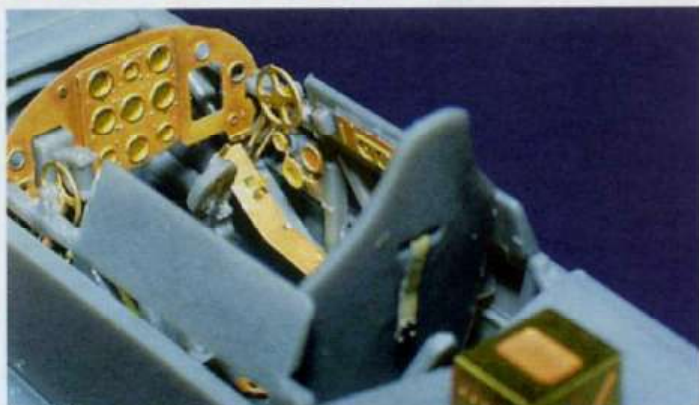
ALSO RECOMMENDED...

References

- *Les Avions de Chasse Russes et Soviétiques 1915-1950* by H. Léonard (Editions Heimdal)
- *Les Yaks du Normandie-Niemen* by P. Marchand & J. Takamori, 'Les Ailes de Gloire No.4' (Editions Indochine 2001)
- 'Pervyi Yak' (Polygon)
- *Red Stars* (Ar-Kustannus Oy)
- *Samolot myslivski Yak-1, Typy Broni i Uzbroyenia No.92* (Wydawnictwo Ministerwa Obrony Narodowej)
- *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)



STEP BY STEP GUIDE - ASSEMBLY & DETAIL PAINTING



Here is a shot of the Eduard photo-etched set #FE166 installed in the cockpit



All the main areas that needed an application of the interior green, suitably weathered and with all detail painting applied



... the cockpit viewed from the starboard side



The wheel wells were also painted in the same shade of green as the interior, with all the wiring etc. picked out in Vallejo acrylics



The fit of the intake in the port wing root was not good; a little plasticard bridged the gap, though

lems and need for adjustments, the experience has been fully satisfactory. The plastic is moulded finely with full recessed detail, and the instructions are an authentic marvel, with every step perfectly and clearly explained to give forewarning of any problems and answering the modeller's questions about colours, part location and the overall decoration/markings.

COCKPIT

As always, I began with the cockpit. Assembly is straightforward and the area is profusely detailed. I limit myself to adding seat belts using Tamiya tape cut to a suitably width and detailed with plasticard and thin wire. Painting the

interior was a problem, as the whole subject of the colour of Soviet aircraft in the Second World War is a topic in itself, due mainly to the profusion of manufacturing and the overall lack of any real strict procedures at the time. After consulting my documentation I chose a green similar to RAF Interior Green, since some airframes of the first production series were primed internally in this colour. Please note that it is not necessary to only use this colour as the majority of the Yak-1s were primed in light grey or in certain areas were left unprimed, depending on the speed of manufacture and the factory that was producing them. The colour I used was approximately FS.34227, which equates

to Gunze Sangyo H312, although you may want to consult your references before making a final choice.

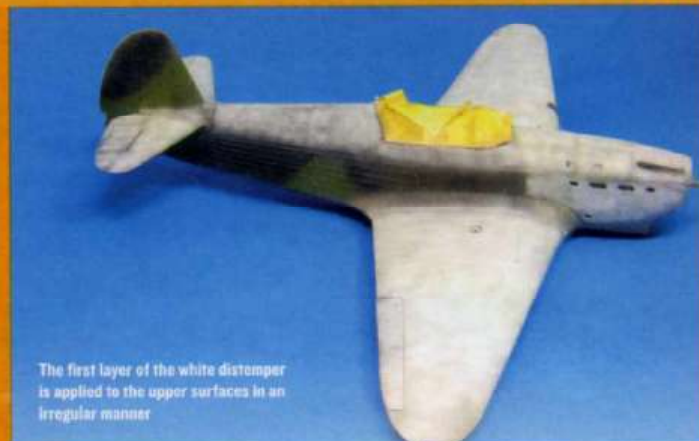
Once the base colour was applied and the low-lights applied with an airbrush, it was time to detail-paint the numerous details within the cockpit area and this was done with acrylics from the Vallejo range. The ventral radiator unit is moulded integrally with the cockpit floor (#D19), so this needs to be first painted black, then highlighted with a drybrushing of aluminium. The back of the seat (#C55) is painted with Vallejo's Brown Leather mixed with a little yellow, and once dry washes of Vallejo black are applied to bring out the moulded detail.

AIRFRAME & WINGS

Once finished in the cockpit, and following the excellent instructions, I proceeded to join both fuselage halves and the top decking (#C42) using Tamiya Extra Thin Liquid Cement. This is ideal cement for this purpose as it allows time to fit and align the components, although in this case this was not necessary as the parts fitted so well. The cockpit assembly is inserted from below then it rests on top of the wing spar (#D20) and once again the fit is perfect.

In the wings I opened up the holes for the later fitment of the fuel tanks and RS-82 rails. Within the wings you have to paint certain areas with the

STEP BY STEP GUIDE - MASKING & PAINTING



The first layer of the white distemper is applied to the upper surfaces in an irregular manner



The second layer of the distemper increases the coverage in certain areas whilst making the first application in others



The cockpit 'tub' complete with the ventral radiator unit all painted and weathered



The completed cockpit along with the upper decking insert and seat



View from the port side of the completed cockpit in situ...



The undercarriage and ski components painted and weathered



The RS 82 rockets and drop tanks also painted and weathered

same interior green shade, as these become the wheel wells. I also applied washes to these wells, weathered them with oils and picked out the wiring etc. with Vallejo acrylics. The kit comes with the ailerons fixed in position but there is the option to cut the flaps open as they have internal detail, although in this instance I decided not to do this. The only fit problem was encountered with #C49, which embeds into the port wing root, and I had to resort to using a thin strip of plastic to level the 'step' that developed.

With all the above completed it was time to start the overall paint scheme, as everything else could be painted and added towards the end.

PAINTING WINTER CAMOUFLAGE

The best way to define the style of camouflage applied to Soviet aircraft in WWII is to look at photographs in various published sources. The colours used by the VVS were Casein or similar oil-based paints and these were very prone to high rates of wear. Looking at my references I decided to apply a series of effects:

- The first thing is to 'prime' the model with the standard camouflage scheme of green/ black/blue. For the black I mixed it with a little German Grey, for the green I used Gunze Sangyo RLM 82 and for the blue I used H323 mixed with white (See table of colours)

- Once this 'primer' camouflage was dry I proceeded to apply, in several very thin layers, an irregular whitewash, concentrating on certain zones. For this phase I recommend that you regularly stop and observe how the white is building up, as you are not looking for too dense a coverage, nor are you looking for the underlying camouflage colours to be too intense

- With Tamiya XF-54 (Dark Sea Grey) I applied heavily thinned layers to 'dirty' up certain areas of the airframe - not the wings though. This grey was also used to create the effect of shading in certain areas (e.g. tail)

- Chips and other areas of wear to metal were applied. For this I use a very fine paintbrush, the tip of which is first

impregnated with alcohol. With it, very carefully, you can remove the previously applied white from certain areas - catches, panel lines, etc., concentrating on metal areas that see high wear such as the machine gun ports and engine cowlings. The process will make the underlying colours reappear, but care is needed and the whole process should be done little by little

- When the above is dry, using a circular motion the whole airframe is sanded with 2000 grit wet 'n' dry. This will unify and smooth the surface, as the alcohol tends to produce lumps in the paint. For the leading edges of the wings, though, we will adopt a different approach. Due to the rubbing effect of



Distemper is more heavily applied to the metal engine cowls for a denser appearance



The leading edge of the wings with the distemper being carefully removed with thinners on a brush



"The model I decided to build was the Yak-1 equipped with skis, a modification that was first seen during the winter period of 1941-1942"

the airstream the paint will become detached, but in a very characteristic manner. For this I impregnate a flat paintbrush with alcohol and rub softly in the direction of the airflow. Once dry I sand back the area with 2000 grit wet 'n' dry in the same direction to maintain the wear pattern. If in the process you spoil the paintwork, you will need to repair it and begin the process all over again

With a paintbrush lightly loaded with black and the airbrush, I proceed to create splashes of 'oil' and 'smoke' onto the wings.

The only 'trick' to remember is to allow a long enough drying time, usually around a week, before you start the weathering process, as this allows the base paint to 'grasp' the plastic.

Once finished the upper surfaces are sealed with a coat of Future floor wax and we move on to the underside.

The underside is a simpler task, with the blue here being highlighted with white and some shading added with a dark grey before the whole thing is also sealed with Future

OIL WASHES

The motivation for sealing the model with Future is simply in order that the oil paints we now apply do not damage the previously applied white. Oil paint has a habit of staining white and giving it a yellowish hue, so the Future

ensures this does not happen.

I use black mixed with Burnt Sienna, and apply this to all the panel lines - numerous in the fuselage and even more on the undersides! Once this stage is completed to your satisfaction the whole model is sealed, but this time with Gunze Sangyo's matt varnish.

THE SMALL DETAILS

The undercarriage legs were painted and installed without major complica-

STEP BY STEP GUIDE - MASKING & PAINTING CONT...



The edges of the filler caps on the wings have the distemper removed with thinners



The undersides are a less complex task, being overall blue that is highlighted with white and shaded with dark grey



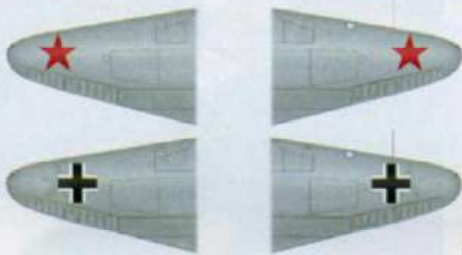
Yak-1, 'White 1' flown by Lt M.D. Baranov, 183rd IAP, summer 1942. Olive Green/Black Green upper surfaces with Light Blue Grey undersides; black spinner. White '1' and crudely painted legend "Death to Fascism" 27 stars denoting kills just behind cockpit; white-outlined stars on fuselage sides and tail, none above wings



Yak-1, 'Red 26', flown by Innokenty Kuznetsov, 30th GvIAP, February 1942. Temporary white applied over the standard upper surface camouflage except for area around victory markings aft of cockpit; Light Blue Grey undersides. Plain red stars in usual positions; red code '26'



Yak-1, 'White 44', flown by woman ace 2nd Lt Lydia Litvjak, 296th IAP, spring 1943. Olive Green and Black Green upper surfaces with Light Blue Grey undersides; fuselage and tail markings outlined in red, no stars above wings

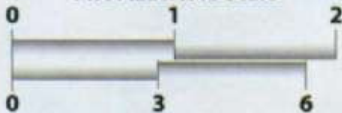


Typical upper surface camouflage pattern for the Yak-1; note that no red stars were usually painted above the wings

Yak-1, 'White 49', flown by Capt. Tsogaiko Nikolay Vasilevich, 112nd IAP, summer 1943. Olive Green/Black Green upper surfaces with Light Blue Grey undersides; plain red stars on fuselage sides, tail and below wings, none above wings. White spinner, code and tail markings

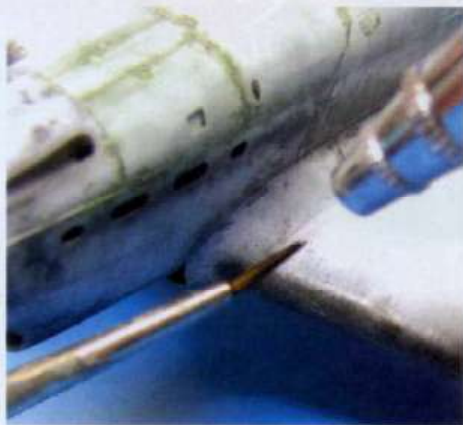


PROFILES 1:48 Scale



Captured Yak-1. Olive Green/Black Green upper surfaces with Light Blue Grey undersides; Soviet markings overpainted, probably in RLM 70. RLM 04 Gelb rear fuselage band; standard Luftwaffe markings. Black spinner



STEP BY STEP GUIDE - WEATHERING

'Splatter' effect is achieved on the wing roots with thinned black on a brush and the airflow from an airbrush



Careful use of thinners allows the distemper to be 'worn'



Wear around metal panels like the cowl is also done with thinners...



The urge to weather the undersides too heavily has to be avoided as that would just not look right



The overall effect of the weathered distemper is very striking

"The paints used by the VVS were Casein or similar oil-based paints and these were very prone to high rates of wear"

tion. The only thing that I improved was the linkage of the skis, which were replaced with thin plastic rod. The fuel tanks and the RS-B2 rockets were painted aluminium from the excellent Alclad II range. Both tanks and rockets (and rails) were often painted in the underside blue, but they were also

seen in black or natural metal, but for contrast with the camouflage, I chose the latter option. The heads of the rockets were all picked out in Vallejo Red Carmine. The pipes for the tanks were painted in Tamiya aluminium and were given washes by Sienna and black oils.

The cockpit canopy framework was painted with the same interior green as the cockpit, then masked so that the winter camouflage could be applied as per the rest of the airframe. Once this was dry the windscreen was attached and the sliding section was placed in the open position. My only word of

caution regards #E70, as the instructions would have you install this at the end, but this is part of the dorsal spine with the small side windows in it and this needs to be put in position BEFORE painting starts. This was the only fault in the instruction sheet that I could find. ➔



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



... then this is carefully sanded with 2000 grit to level the whole effect



Highlights are added to the rear fuselage ribs with tape boundaries and an airbrushed application of pure white...



... the effect of the highlighted ribs is very good



Different levels of wear and weathering are evident on the nose/propeller, at the wing root and on the wing leading edge



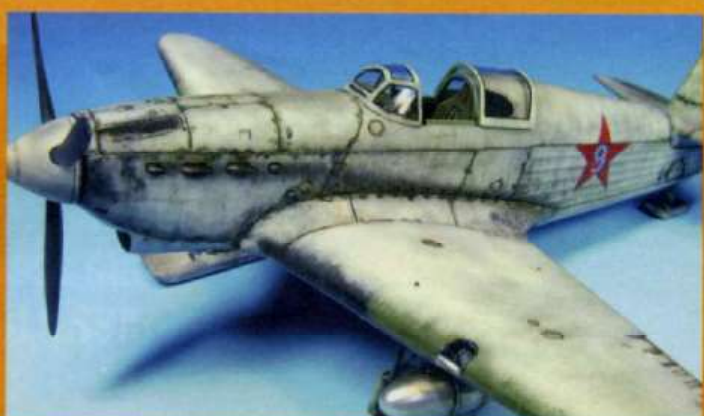
Little details like careful painting of the fuel gauges in the wings add interest to the completed model

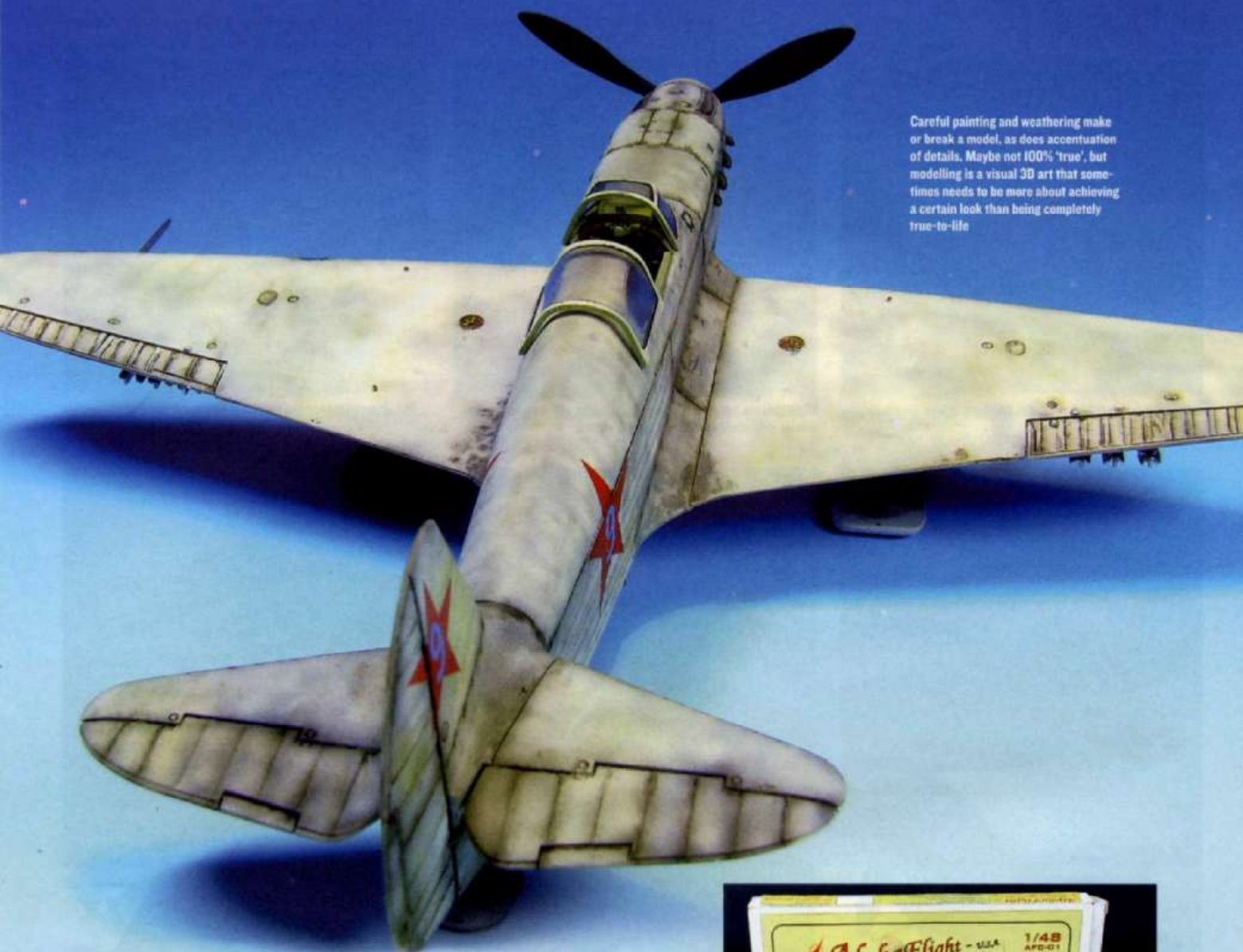


Wear over the ribs on the control surfaces was achieved with careful use of wet 'n' dry



A little splash of colour is added with natural metal drop tanks and RS-82 rockets, the latter also having red warheads





Careful painting and weathering make or break a model, as does accentuation of details. Maybe not 100% 'true', but modelling is a visual 3D art that sometimes needs to be more about achieving a certain look than being completely true-to-life

The propeller blades are painted black with a light airbrush application of German Grey (RLM 66) to simulate wear. The spinner of some Yak-1s was red, but for my options I am 100% sure that it was in the same winter camouflage as the rest of the airframe.

In the upper surfaces of the wings there were small circular dials, which

served to verify the fuel level in the wing tanks. The bottom of these, according to photos, was red/brown, and the level indicators in yellow.

To complete the model I painted inside before applying the transparent tip light lenses (#E67) and then I secured the rockets, fuel tanks and skis. ■



* NOTE

The Accurate Miniatures kit has recently been reissued in a limited edition by Eduard (#1115), complete with pre-painted photo-etched and die-cut tape masks and although the ski-equipped option is not included in any of the decal options, the parts are still included in the box. The AM kit was nearly perfect, but at the time of its release some complaints were levelled at the width of the upper decking (#C42), which resulted in this area being too wide and thus distorting the canopy. At the time AlphaFlight produced a resin and vacformed clear plastic correction set (#AFC-01) [Above right], which also included new tailplanes with separate control surfaces, a new (separate) rudder and new undercarriage doors, to allow the modeller to make the very early production airframes. At time of writing, this set is still available from Great Models and Pacific Coast Models in the USA for \$16.95.



FINAL VERDICT

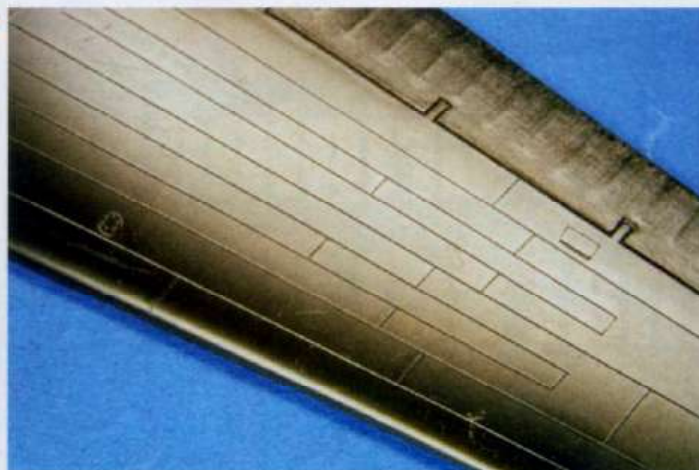
■ I enjoyed enormously making this model and doing the winter camouflage was a definite favourite. The contrast of the camouflage, the rocket armament and the red stars leave most other colour schemes of combatants of WWII, with few exceptions, looking rather monotonous!

Was it worth the money?
 Definitely a pleasure.

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



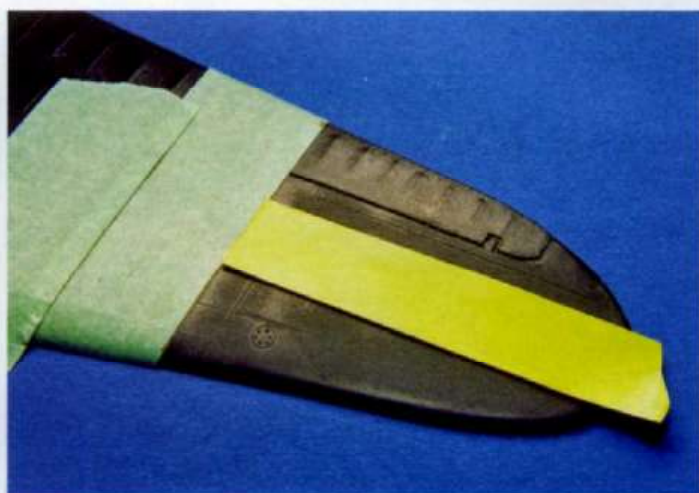
These are the most important tools for scribing. You see two different scribers that come in handy when you're working on difficult curves. A needle, I clamped mine into an old Olfa handle. Of course you will need a hobby knife. The Dymo tape is used as a ruler, because of its flexibility and it's available in good office equipment shops and is not that expensive. You can also see a scribing template, which helps you with scribing access hatches and so on... this one is for a Fw190, but Verlinden for example has some with 'general shapes'. Last but not least you'll need good old sanding paper in various grains



I've taken Monogram's 1:48 C-47 Skytrain as subject for showing you a bit more about scribing. In this picture you can clearly see the arrangement of the raised panel lines on a part of the port wing. All these lines will be recessed when the scribing job is done



With some sandpaper you now have to sand away the raised lines. In some cases the line will remain visible because of discoloration of the plastic, but it's easy to see now how important those holes are. When you look closely you will be able to see them. They show up as very small white dots, marked by the plastic dust caused during the sanding. Don't wipe the dust away as it's easier to see your 'markings' like this



Here you can see the use of Dymo tape. It's thick enough to use as a ruler, but is flexible and conforms to curves very well. Attach it exactly between the two needle holes from the line you want to rescribe. Now carefully draw the scriber along the tape. Don't push against it, but make sure the tape guides the scriber

RAISED TO RECESSED

A basic and straightforward approach to scribing panel lines

BY JEROEN VEEN FROM
THE NETHERLANDS

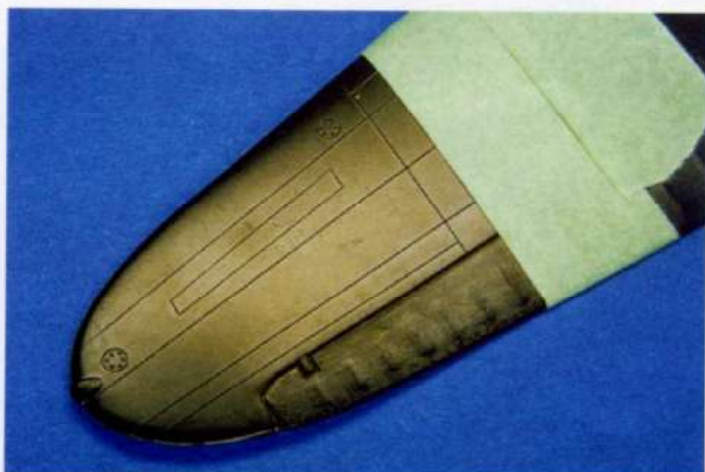
Scribing raised panel lines must be one of the most tedious jobs in our hobby. It requires a steady hand (which most of us have, luckily), but it can take up a lot of our precious modelling time too (and that is something most of us are lacking). Scribing is a process that cannot be rushed. Patience is needed, because rushing the process will no doubt lead to mistakes and unwanted scratches...

yes, I'm talking from experience here! And as far as that steady hand goes: creating perfect recessed lines asks for gentle handling of the scriber as we are talking about scribing lines, not carving them. All in all it's not difficult to see why most of us don't like the process. There are some beautiful old models that might look better if they just had recessed panel lines, although I have no intention in discussing here raised vs recessed panel lines.

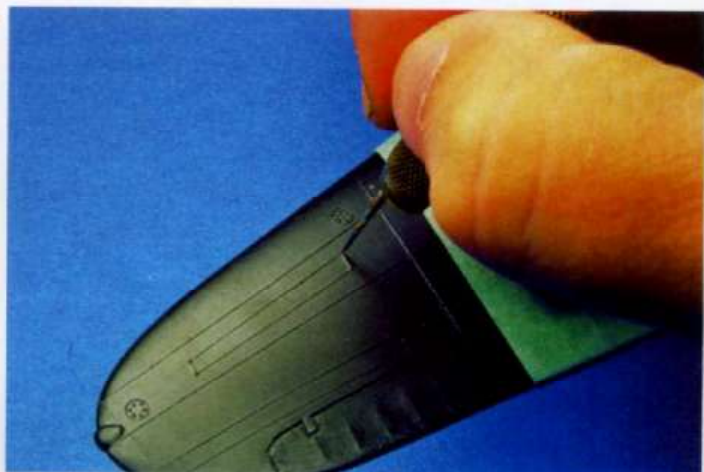
This article is about 'how to do it', and mastering this technique is very valuable. It can be used for scribing an entire airframe (as in the case of my subject of choice, Monogram's 1:48 C-47 Skytrain), but it also comes in very handy with models that already have recessed panel lines. Think, for example, of joining the two halves of the fuselage; this is usually an area that needs to be sanded flush, and it's so easy to damage the recessed panel

lines in the process. Rescribing and restoring that damage is a 'must'.

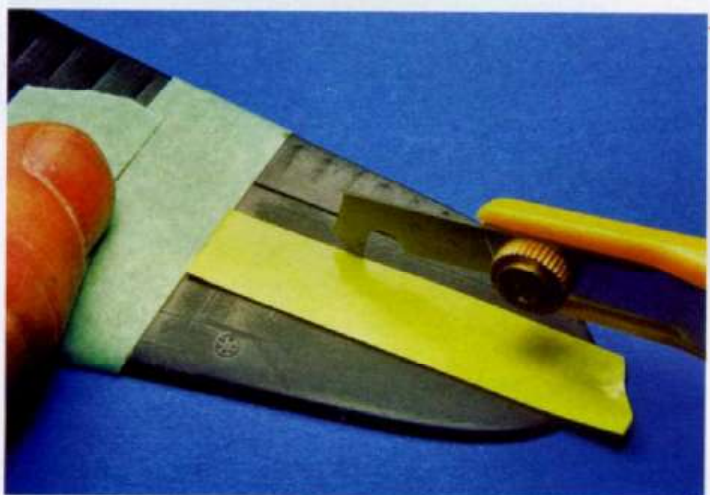
This article is about basic scribing techniques and shows you step-by-step how you can go about it. One comment is in order here though, as I usually use a proper scribing tool instead of a needle. The difference between the two is that a scribing tool takes away the plastic because of its shape while a needle just pushes the plastic aside but doesn't remove it. In some cases,



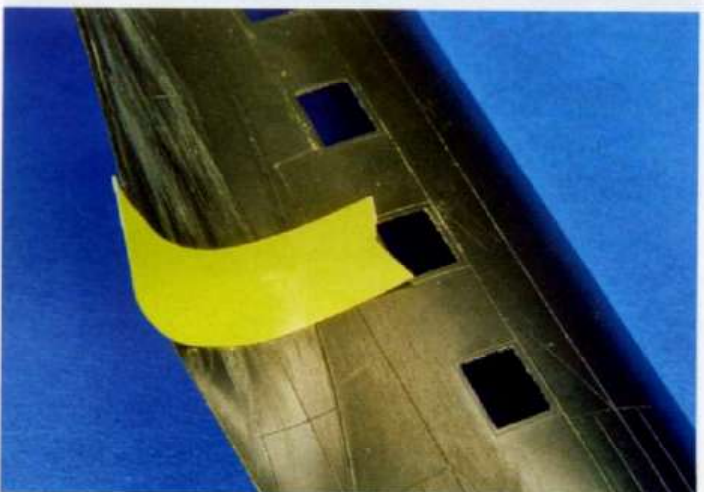
One of the important things to remember when you take on a job like this is to work in small areas at a time. Panel lines can have very difficult patterns, and before you know it you'll lose track. I put a piece of tape on the wing, just to give me an idea how big the area is I'm working in



Panel scribing starts with making small needle holes at the end of each raised panel line and on places where the raised panel lines cross each other. These needle holes serve two purposes. The first is that when you sand off the raised panel lines you will still be able to see the patterns you want to scribe. Secondly, the needle hole helps you to avoid scribing further than you want and works as a 'stopper'. In some cases you can just use the pattern of the raised panel lines as a guide for punching the holes. If the pattern is incorrect on the kit, you will need to sand them all away and add holes by following a set of scale drawings



The scribing of one of the panel lines in process. When the tape is placed well, you should be able to feel the scriber 'hook' into the needle holes on both ends of the panel line. The first pass is made very carefully, with almost no pushing in the plastic. Not much more than the weight of the scriber itself is needed. For 1:48 models four passes will suffice, for 1:72 models I would suggest two or maybe three passes. Experiment first on a piece of scrap plastic to get a feel for the pressure you can apply and the number of passes that please you



Here you see the wing root of the Dakota and the way the Dymo tape is attached. Because of its flexibility it conforms to shapes like this very well



The entire tip of the wing has been rescribed here. In this case the pattern is fairly simple, but it's always good to check for mess-ups. There is a very simple way to do this...



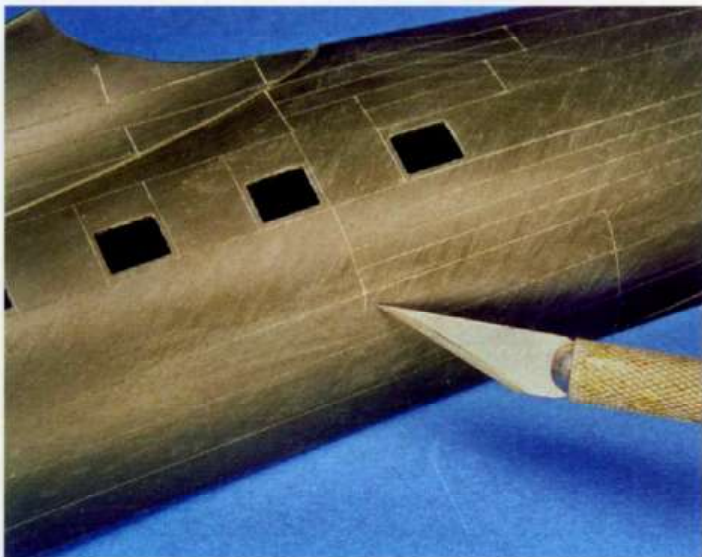
When the scribing is done use some sanding paper with progressively finer grains to smooth out the surface of the plastic.



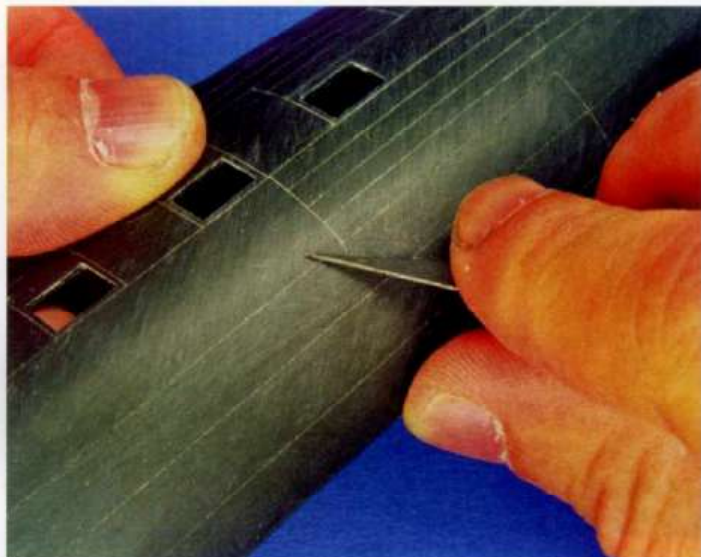
You will notice sanding dust creeping into the now recessed panel lines. Don't wipe it away but use the contrast with the plastic to check for flaws. In this case all seems to have turned out well, but sometimes repairs will have to be made



This is one of the last stages of smoothing the plastic. One of the last things I do is use a piece of worn-out Scotch Brite to get rid of nasty little scratches and marks.



It always happens at a certain point... a slip of the scribing tool, causing an unwanted scratch. Obviously, the little needle hole didn't work very well. It should have stopped the scribe, but I cut right through the panel line. If this happens to you, don't let it get you down. You won't be the first, nor the last. Besides, repairing a scratch like this is easy



The amount of dust that makes the scratch visible in the first place indicates that it isn't too deep. To fix it, take a sharp hobby knife and gently scrape away the scratch. When it's not too deep, this works very well. Now all you have to do....



With some Tamiya filler I covered the unwanted panel line. Don't use too much, because it will only take more rescribing when the filler has dried. Some fellow modellers prefer to use cyanoacrylate for this procedure. Because I'm always making a mess working with that medium I stick to filler, and I suggest you just find out for yourself which of the two suits you best. When treated properly, the end result will be equally good in both cases



The filler is sanded down for a smooth finish. Then, with some Dymo tape and the scribe the recessed lines with some remainder of filler in them have been cleaned. The unwanted panel line is gone now and the repair will not show under a coat of paint

ARMY & NAVY STORE



And now for the final clean up: polishing. There are all sorts of materials available to do this, but one of the cheapest is ordinary toothpaste, and it works well too. Besides, it gives this wonderful odour to your model...! Just apply some paste on the surface, rub it with a soft cotton cloth until you're pleased with the result and clean it with ordinary water. It's as simple as that



... is take some fine sandpaper and smooth the area you have been working on. Voila... the scratch is gone. It's as simple as that

for example with sharply curved lines, the scribing tool isn't well suited to the task and you will need to use a needle. The technique used in those instances doesn't differ that much from the one described here, and I'm fairly confident that when you feel comfortable with

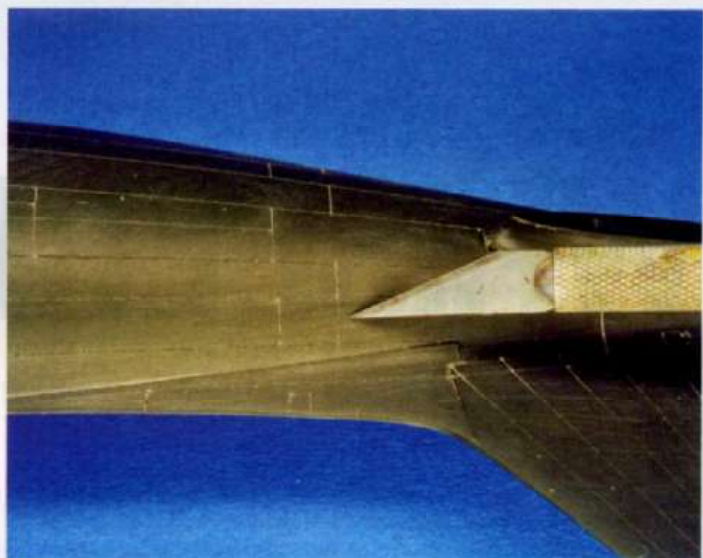
the scriber you will be able to get good results with a needle as well. So... take out some scrap plasticard, practice, and then just go for that first model... You will see that patience and subtlety will take you a long way. Happy modeling! ■

SIX BASIC STEPS FOR SCRIBING

- 1. Mark the area on which you want to work with some ordinary tape. Don't make it too big
- 2. Using a needle, punch little holes at the end of each panel line and at points where panel lines meet or cross
- 3. Sand away the raised panel lines
- 4. Place Dymo tape on the panel line you want to scribe and make sure the tape is closely against the needle holes
- 5. Scribe the line by making the required number of passes. Let the tape guide your scriber and use the needle holes as 'stoppers'
- 6. Sand and polish the surface you have been scribing



The centre part of the wing polished with toothpaste. When you look closely you might be able to see the difference from the outer parts of the wings, which haven't been polished at this stage and still show some very tiny scratches



Sometimes things are worse than in the previous example. In this case I misread the needle holes and scribed a panel line in the wrong place. And yes, I made four passes with my scriber, so it's deep too. A hobby knife won't do the trick here

SCRIBING TOOLS

There have been many tools produced over the years to scribe panel lines. Today we mainly think in terms of the Bare-Metal Foil scriber, which removes a thin hair of plastic instead of just 'pushing' the plastic aside, or the Olfa P-Cutter, such as the P450. This cuts a v-shaped groove into the plastic and is probably one of the most widely used tools in our hobby. We are only aware of one UK stockist of both these products, so visit www.little-cars.com for more details



A view of Mk II, X7543 clearly showing the painted undersides; of note is the position of underwing roundels at the extreme wingtips (R.J. Caruana Archives)

WRITTEN BY RICHARD J. CARUANA



(The Fighter Versions)

WHISPERING DEATH

This was the name given to the Beaufighter by Japanese troops in the Far East, who experienced the combination of its devastating firepower along with its quiet approach at low level afforded by its radial engines

As early as 1935, the Royal Air Force (RAF) had issued Specification F37/35 calling for a single- or twin-engined fighter armed with four cannon. Bristol Aeroplane Co. Ltd tendered without success for both F.37/35 and F.18/37 that was issued two years later. While the RAF had high hopes in the future of the Westland Whirlwind there was still a need for a long-range twin-engined, cannon-armed fighter that could take the battle well into enemy territory.

By 1938, Bristol had fully geared up for the development and production of the Blenheim and Beaufort. Leslie G. Grise, who succeeded Captain F. Barnwell after his demise, immediately took stock of the situation upon his appointment and understood that the long-range day and night fighters that the RAF had on plan would not be realised in the near future. A much quicker answer to designing and developing such aircraft could be found in a similar way that the Beaufort had been derived from the Blenheim. By maximising the use of existing gigs and components, Bristol went ahead with a private venture in an attempt to produce such a fighter in the shortest possible time.

On the premise that a fighter would need higher power than that of a bomber, the Beaufort's 1,000hp Bristol Taurus engines were replaced

by 1,500hp Hercules – also produced by the mother company; these engines required larger-diameter propellers, meaning that the nose section had to be cut back while wings, engine nacelles, undercarriage and tail unit were retained. Ground clearance for these propellers also meant a revision of the engine nacelles, however, as their centreline was raised to meet the wing leading edges.

Another departure was the use of an egg-shaped cross section for the forward fuselage, narrow at the top and nearly flat at the bottom that was then merged into the standard Beaufort aft section complete with forward retractable tailwheel and tail unit. The pilot sat centrally in a wide

cockpit, above the four belly-mounted 20mm cannon, while the second crew member, whose duties included those of observer-navigator and cannon loader (interchangeable 60-round drums per cannon), sat half-way down the fuselage beneath a bubble canopy.

Only a few days after the Beaufort's maiden flight in October 1938, Bristol forwarded its proposal to the Air Ministry under the designation of Type 156. Within weeks, the company received official authorisation to begin work on four prototypes, initiating detail design work on 16th November. Parallel to Type 156, the company had proposed Type 157 as a three-seat fast bomber version (the third crew member

manning a dorsal turret) and Type 158 that featured a much slimmer fuselage cross-section.

Prototype R2052 was built in the short span of six months, received the name 'Beaufighter' in March 1939 and flew for the first time the following 17th July powered by a pair of Hercules Mk.III engines. Meanwhile, Bristol had already been awarded an initial production order for 300 examples 'off the drawing board' covered by Specification F.17/39. Although Hercules Mk VI engines (1,615hp) had been planned for the Beaufighter, Mk IIIs were selected for the initial production batch to ensure availability of power plants. Even then, as Hercules engines had been earmarked for the planned vast



First Beaufighter Mk II, R2052, finished in the standard Dark Earth/Dark Green/Dark Earth scheme with Yellow undersides (R.J. Caruana Archives)

bomber production programme an alternative was considered in the form of the Rolls-Royce Griffon (one prototype – T3177 – being built).

While Bristol had passed from initial design to maiden flight in around nine months it would take more months to deal with a number of requests for modifications that included changes to the main undercarriage to a longer-stroke Lockheed unit, increase of fin area and a reduction of 3 inches in propeller diameter to improve ground clearance. This meant that R2052 was only handed over to the RAF on 2nd April 1940, with the second prototype (R2053) followed two weeks later. R2054, the first example to be fully-equipped, suffered a loss in overall performance compared to the first prototype.

Being such a large aircraft, the Beaufighter definitely needed more powerful engines and as Griffons were now being reserved for the Fairey Firefly the choice fell on Merlins XXs. Rolls-Royce undertook the conversion of the first pair of Merlin-engined Beaufighters Mk II (to be distinguished from the Hercules III-powered Mk I) with the first example (R2058) performing its first flight at Hunchall in July 1940. By September it had been delivered to Filton, when total of aircraft on order had risen to 1,218.

INTO SERVICE

An initial batch of five Beaufighters was handed over to the RAF on 27th July 1940, a second batch arriving early in August. Two shadow factories – at Stockport and Weston-Super-Mare – were commissioned to accelerate production of the type. A number of improvements were incorporated into the Beaufighter as deliveries progressed.

Most important among these was the replacement of the original manual change of cannon rounds magazine. Bristol proposed a recoil-operated feed of its own design, and later a servo-feed as installed and tested on R2055 in May 1940. The Ministry of Aircraft Production (MAP) ordered the installation of the French Chatelleraut recoil system instead, but its protracted development meant that it could only be installed after the first 400 examples had been delivered. Meanwhile, six 0.303in (7.7mm) Browning machine guns were fitted inside the wings (four starboard, two port) from the 51st example onward.

On 2nd September 1940 No.25 Squadron at North Weald, No.29 Squadron at Digby, No.219 Squadron at Catterick and No.604 Squadron at Middle Wallop received a single Beaufighter each for familiarisation training. No.600 Squadron at Hornchurch followed suit six days later. Slowly these units were equipped with more Beaufighters as the Battle of Britain turned into the Winter Blitz. Although No.29 Squadron recorded the first night operational sortie on the type on 17th/18th September, the first

kill was credited to No.219 Squadron, when Sgt Hodgkinson and Sgt Benn shot down a Dornier Do 17 while flying R2097 on 25th October.

Deliveries of the Merlin-powered Mk IIs began in April 1941 when R2277 was handed over to No.604 Squadron while No.600 Squadron received R2278 shortly afterwards. Bristol experimented with a Defiant-style turret fitted to R2274 and R2306 that had their wing guns and a pair of the belly cannon removed. The pair, designated Mk V, was issued for operational trials to Nos.406 and 29 Squadrons; it would appear that the crews did not report favourably, especially as the turret mechanism obstructed the emergency exit.

At that time it had been decided that supply of Merlin engines would be reserved for Lancaster production, so Bristol had to finish the final 120 Mk IIs with Hercules XI engines (which were in fact Mk IIIs converted to operate on 100-octane fuel).

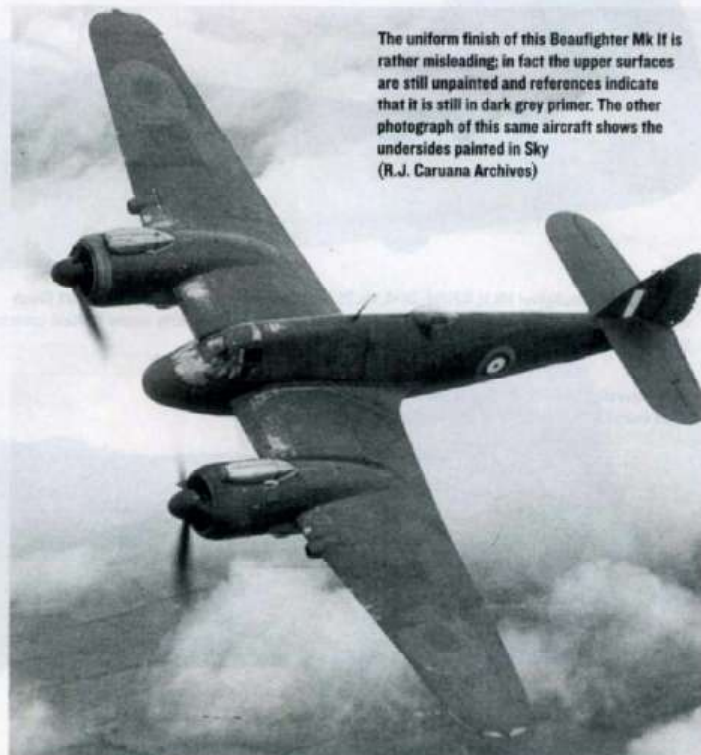
Out came the wing guns, once again, to make way for extra internal fuel in response for the need of a long-range fighter for the Middle East. To distinguish the two Mk Is, the earlier version became the Mk If, the latter the Mk Ic. Until enough wing tanks became available, some early examples had extra fuel installed in tanks positioned on the floor between the cannon bays. First Mk Ic delivered went to No.252 Squadron (T3228) on 8th March 1941 and within a month the unit was flying detachments from North Africa and Malta. Such was the success met by this type that No.252 remained in that theatre for the remainder of the war.

No.272 Squadron was similarly employed while Nos.46 and 89 Squadrons flew Beaufighters in the night intruder role. During July 1941 alone, No.272 claimed 49 enemy aircraft destroyed and 42 damaged while operating from Malta. Night fighter versions of the Beaufighter were all equipped with radar, the typical 'arrow-head' AI Mk IV antenna fitted to the nose, its receiver antennae fitted to each side of the wing leading edges while a pair of short aerials were fitted at an angle above and below the starboard wing only.

BEEFING UP THE BEAU

The Beaufighter Mk VI was practically a Mk I re-engined with the Hercules VI, that helped improved performance; 333mph (535km/h) could now be reached at 15,600ft (4750m). This version was also produced in two sub-versions, the VIc indicating the fighter version while the VIc was produced for Coastal Command and were distinguished by the wing armament/wing tankage fit respectively.

By spring of 1943, Nos. 255 and 800 Squadrons, equipped with the Mk VIc had been transferred to North Africa



The uniform finish of this Beaufighter Mk II is rather misleading; in fact the upper surfaces are still unpainted and references indicate that it is still in dark grey primer. The other photograph of this same aircraft shows the undersides painted in Sky (R.J. Caruana Archives)

causing enormous damage among retreating German columns and aircraft ferrying material back to Europe. On 30th April, Flt Sgt Downing and Sgt Lyons of No.600 Squadron shot down five Ju 52s near Setif within ten minutes. Back on the home front, No.219 Squadron pioneered a system (later picked up by Mosquito crews) of flying among enemy night fighters while escorting RAF bombers, enticing the enemy to follow them until, with a sharp turn at the last moment the Beaufighter pilot put his quarry within his sight.

It was the Beaufighters of No.176 Squadron operating in Burma that earned the type its nickname of 'Whispering Death', having achieved complete surprise on Japanese troops at Myitkyina during the Emperor's birthday parade. The final batch of 250 Mk VIc examples was fitted with AI Mk VIII radar installed in a thimble nose.

The final fighter version was the Mk X built at the Rootes and Weston plants fitted with both nose scanner and torpedo gear. Internal equipment continued to be added as production progressed and weight began to penalise both performance and stability. Although some of the latter had been regained through the addition of dihedral to the tailplane it was found necessary to enlarge fin area through the addition of a dorsal fin, originally tested on Beaufighter Mk IIc T3032. Most Mk Xs went to Coastal Command units except for a small number that were used in the ground attack role – particularly in Burma – armed with eight rocket projectiles, four beneath each wing.

EXPORT BEAUFIGHTERS

The Royal Australian Air Force (RAAF), following its experience on a number of Mk Ic, VIc and Mk Xs it had operated

(AI9-1 to AI9-218) decided to switch Beaufort production at Fisherman's Bend to Beaufighter Mk X, which in RAAF service was designated Mk 21.

Powered by Hercules XVIII engines, these aircraft however lacked nose radar and the typical dorsal fin of the Mk X and, while they retained the two 0.303in guns in the port wing had the four in the starboard wing replaced by 0.50in (12.7mm) guns. A8-1, the first Mk 21, flew for the first time on 16 May 1944. The total of 364 machines built were delivered to Nos.22, 30, 31, 92 and 93 Squadrons. RAAF.

As units of the First Tactical Command of the United States Army Air Force (USAAF) in North Africa awaited the delivery of the P-61 Black Widow, they were supplied with 100 Beaufighters Mk VIc in the summer of 1943. These consisted of the 414th, 415th, 416th and 417th Night Fighter Squadrons. Even after the arrival of the P-61 in December 1944, USAAF Beaufighters remained in operational service in Italy and France until late in the war.

Turkey received some Mk Xs in 1944, augmented by a further number after the war's end. Portugal received a total of 17 TF Mk Xs to form Esquadra 8 of the Forças Aereas da Armada (Naval Air Arm). Ten Mk Xs were delivered to the Dominican Air Force while Israel is known to have received four examples.

The defining line between versions of the Beaufighter is rather blurred, for being such a versatile machine it is difficult to distinguish between pure fighter versions and others. Scope of the feature was to cover those versions used in the interceptor and light attack role; in future we shall take a close look at other versions, particularly those operated in various roles by Coastal Command. ■



Above: Bristol Beaufighter Mk If, R2059, ZK-A, No.25 Squadron, Autumn 1940. Dark Earth/Dark Green upper surfaces with Sky undersides; Medium Sea Grey codes, Night serials. Note angled fin flash covering all the fin; 'B' type roundels above wings

Bristol Beaufighter Mk If, X7873, +4, No.456 Squadron.
Night overall with white code '4' and Medium Sea Grey serial



Bristol Beaufighter Mk If, R2198, PN-B, No.252 Squadron,
Middle East, Spring 1941. Dark Earth/Light Earth upper sur-
faces with Light Mediterranean Blue undersides except for
ailerons and elevators which remain in Sky; Medium Sea Grey
codes, Night serials and spinners



Bristol Beaufighter Mk If, T4638, NG-F, No.604 Squadron,
Middle Wallop, February 1941. Night overall with codes and
serials in Medium Sea Grey; 'B' type roundels above wings

Profiles 1:72 Scale



Bristol Beaufighter Mk If, R2445, EW-A, No.307 Squadron,
December 1941. Night overall with Dull Red serials and
Medium Sea Grey codes; 'B' roundels above wings



Bristol Beaufighter Mk III, T3370, RX-Z, No.456 Squadron, July 1942. Night overall with Dull Red codes and serials; 'CI' type roundels on fuselage sides, 'B' type above wings



Bristol Beaufighter Mk II, X7876, ZK-F, No.25 Squadron. Night overall with Dull Red codes and serials; markings changed to type 'C.I' in May 1942. 'B' type roundels above wings



Bristol Beaufighter Mk VII, X8259, KP-U, No.409 Squadron, Coleby Grange, June 1942. Night overall with red codes and serials; 'CI' type roundel on fuselage sides, 'B' type above wings. Note earlier 49" diameter 'AI' type roundel still partially visible



Bristol Beaufighter Mk VII, V8443, JT-B, No.256 Squadron, Woodvale, early 1943. Medium Sea Grey overall with disruptive pattern of Dark Green on upper surfaces; codes and serials in Dull Red. 'CI' type roundels on fuselage sides, 'B' type above wings



Bristol Beaufighter TF Mk X, RD367/H, No.27 Squadron, Burma, early 1943. Dark Earth/Dark/Medium Sea Grey finish. Code 'H' Medium Blue, outlined in white; white serials. White bands around wings and tail surfaces. National marking on fuselage sides and above wings in Dull Blue and Medium Blue; fin flash is in same colours



COLOUR PROFILES

Bristol Beaufighter Mk Vlf, MM850/WM-L, flown by Sqn Ldr F. Sykora, No.68 Squadron, Coltishall, 1943. Medium Sea Grey overall with disruptive pattern in Dark Green on upper surfaces. Codes are Dull Red; serial is black. Nose detail shows nose markings

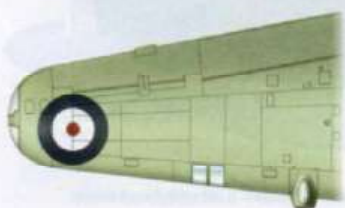


Below: Typical camouflage upper surfaces camouflage pattern in Dark Earth and Dark Green;

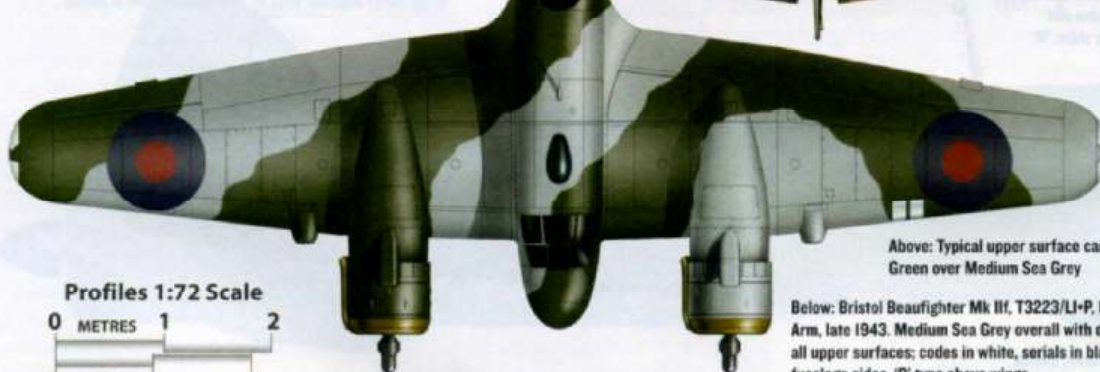
Right: position of national marking on USAAF Beaufighters (above starboard and below port wings only)



Below: Position and size of RAAF roundel



Left: standard position of underwing roundel (when applied)



Above: White band identification markings applied to Beaufighters in Burma; note position and size of Dark Blue/Medium Blue roundel

Above: Typical upper surface camouflage pattern in Dark Green over Medium Sea Grey

Below: Bristol Beaufighter Mk IIf, T3223/LI-P, No.798 Naval Air Squadron, Fleet Air Arm, late 1943. Medium Sea Grey overall with disruptive pattern in Dark Green on all upper surfaces; codes in white, serials in black. 'CI' type roundels on fuselage sides, 'B' type above wings

Profiles 1:72 Scale





Above: Bristol Beaufighter Mk IIc, T3099/W9Q, No. 789 Naval Air Squadron, Fleet Air Arm. Aluminium overall with black anti-dazzle panel around cockpit and top of engine cowlings; black serials and codes. Unit crest on fin; 'B' type roundels above wings



Above: Bristol Beaufighter Mk VII, X7929/I, 416th Night Fighter Squadron, USAAF, Gerbini, 1943. Medium Sea Grey overall with Dark Green disruptive camouflage pattern on top surfaces; national markings on fuselage sides, above port and below starboard wings. Codes in white, serials in black



Below: Bristol Beaufighter Mk VII, KV912, No. 416 Night Fighter Squadron, USAAF, Italy, 1943. Medium Sea Grey overall with Dark Green disruptive camouflage pattern on upper surfaces; national markings in standard positions. Serials in black, code '22' in yellow on fin

Bristol Beaufighter Mk I, A19-50/X, flown by S/Sgt Moss Morgan, No. 30 Squadron, Royal Australian Air Force, Port Moresby, New Guinea, 1943. Dark Earth/Dark Green/Sky finish with blue/white roundels in six positions; serials and spinners in black. Code 'X' in white



Bristol Beaufighter Mk 21, A8-50, DU-H, No. 22 Squadron, Royal Australian Air Force, Sanga-Sanga, Borneo, May 1945. Foliage Green overall with national markings in six positions; codes in white, serials in medium grey. Red/white/blue horizontal stripes on rudder trim tab



BIG BUS

MODEL INFO

SPEC: Heller 1:125 Airbus A380
KIT NO.: 80438 Materials: IM
AVAILABILITY: Creative Models Ltd (UK Importer) and Heller stockists worldwide
PRICE GUIDE: £24.99

Known as the 'Megalinor' the A380 has not been out of the news of late due to various technical problems that have delayed certification and delivery. Regardless of this, Heller are the second firm to offer a kit of the type, in a rather unusual (and large) 1:125.

BUILT & WRITTEN BY IAN RUSCOE FROM THE UK

THE KIT

Going by the size of the box alone you will certainly get an impressively sized model at the end of the day! Upon opening the box you'll find fifteen sprues, of which twelve are moulded in white, aluminium or black styrene, two are vinyl and one is clear. The level of detail is impressive with engraved panel lines that are a little on the prominent side. A couple of options are given, firstly

three ways of displaying this giant, the first two on the stand provided and the other if you wish to suspend the model. The other option deals with the build up of the kit and gives a choice of having the cargo and passenger doors either open or closed. The 43-page, 40-stage instructions are well laid out and follow standard Heller format. Two large decal sheets are provided, one almost as big as the box with the Airbus logos and numerous stencils, and finally a tube of styrene cement, paintbrush and some pots of acrylic paint.

THE BUILD

I decided to build the model standing on its undercarriage with all of the hatches closed. Assembly therefore begins as would expect with the nose section; unlike other manufacturers Heller have opted to split the fuselage into six sub-assemblies instead of just the usual vertically-split style. A basic cockpit cabin is provided with the seats integral to the deck plate that is mounted to the top of the nose undercarriage bay, and to this a bulkhead and overhead section are added. These items were painted first

then the whole assembly was inserted into the nose section. The first of many misfits occurred during this phase, this being the placement of the cockpit glazing as the angle of the curve of this component is too sharp, consequently it fits one side but not the other. I overcame this problem by simply cutting the part in half, thus removing the 'tension' that occurred across it. By saying it fits is really stretching it though, as yes, it fits the hole but it does not come fully through to be flush with exterior of the airframe, and this causes a 'dip'.



YOU WILL NEED...

Before starting:

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



Recommended paints:

Paints Used:
Alclad II lacquer:
Aluminium

Tamiya acrylics:
X-2 Gloss White
X-22 Clear
XF-19 Sky Grey
XF-53 Neutral Grey

Dimensions

Span - 79.8m (261ft 10in)
Length - 73m (239ft 6in)
Height - 24.1m (79ft 1in)

Dimensions - 1:125

Span - 638.4mm
Length - 584mm
Height - 192.8mm



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



"Heller has given the modeller the option of building the model with some or all of the doors open, and to this end they have supplied internal bulkheads and pieces of decking to fit behind the openings. These flooring pieces are far too small, because when viewed from the outside through the hatch openings you see a small section of deck and a large gap between it and its opposing flooring part!"

ALSO RECOMMENDED...

Reference books:

■ *Airbus A380: Superjumbo of the 21st Century*, by Guy Norris & Mark Wagner (Zenith Press 2005, ISBN: 978-0-7603-2218-5)

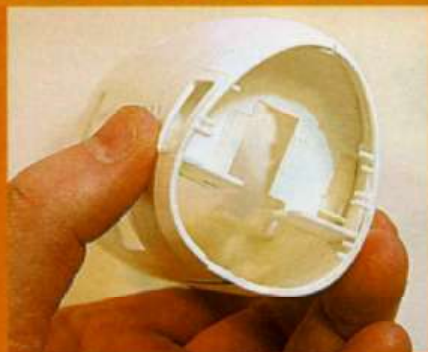
■ *Flight International*, 20th May 2003, 29th March, 6th April, 18th & 21st July 2006



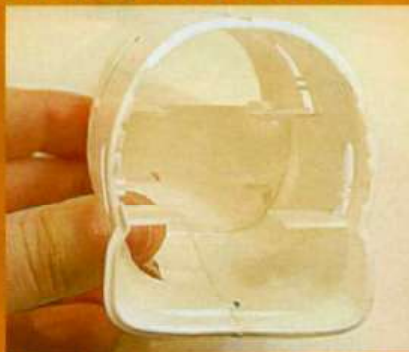


"Unlike other manufacturers Keller have opted to split the fuselage into six sub-assemblies instead of just the usual vertically-split style"

STEP BY STEP GUIDE - CONSTRUCTION



The forward fuselage section viewed from the front



This is the forward section viewed from the rear, and my hand gives you some idea of just how big these sub-assemblies are!

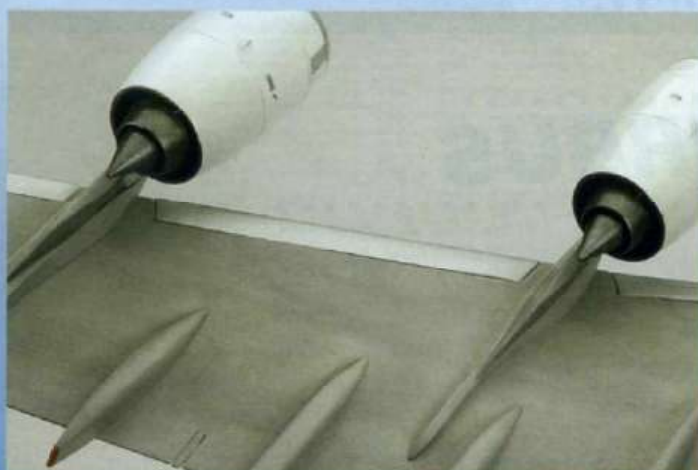


Underside of the mid section before installation of the bottom fuselage plate

DETAILS



Big engines, really big engines! Even in 1:125 the size of the type's huge powerplants is evident



Surface detail is OK, not the greatest but with a little careful pre- and post- shading you can add quite a lot to what would otherwise be a bland area of grey



There is not much call for a high level of detail in areas such as the undercarriage bays in this scale, just as well really as most of the doors only open during retraction and extension

The next four stages in the instructions deal with the assembly of the fuselage. This process begins with the attachment of the internal floor and bulkhead parts before joining the two fuselage pieces of each sub-section together. Heller has given the modeller the option of building the model with some or all of the doors open and to this end they have supplied internal bulkheads and pieces of decking to fit behind the openings. In a word, these flooring pieces are far too small, because when viewed from the outside

through the hatch openings you see a small section of deck and a large gap between it and its opposing flooring part! Why they didn't just put a complete floor in I don't know? If you decide to go with the open door option you'll have to scratchbuild the floors. As far as the fit of the fuselage pieces go, they don't! There is a ridge along all join lines that needs to be filled and sanded smooth.

The next five stages deal with the assembly of the engines and their pylons. Once again, nothing fits and



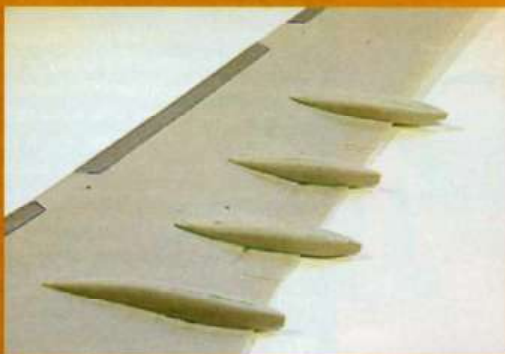
You don't get an idea of how big the A380 is from this shot, we could have done with another 1:125 subject to give it scale, something like an A320, which it would have dwarfed!

you will need to add yet more filler before you achieve your goal. Following this the next ten stages deal with the assembly of the undercarriage units. These go together reasonably well, but because of the mismatch of parts so far I decided to play safe and glued the vinyl tyres to the undercarriage units, inserting the wheel hubs that are designed to hold the tyres in place, which turned out to be the only well-fitting parts in the entire kit! I also decided at this stage to keep the undercarriage units and their doors separate

for painting at a later stage. Moving on, the wings and placement of the engines were dealt with next. These stages were relatively trouble-free apart from having to use yet more filler on almost all of the joins. Having test-fitted the wing to fuselage joint I decided to leave the wings off and paint them separately, and I also did this with the tail surfaces.

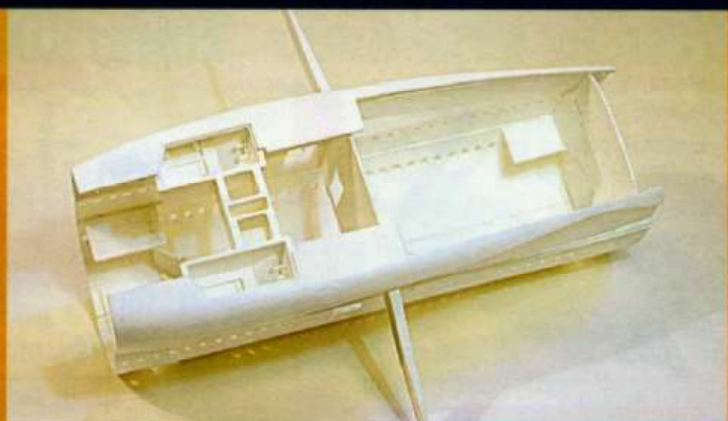
PAINTING

The parts were primed in Tamiya XF-19 Sky Grey to check for blemishes, and sadly just about every single join on the



Filler was required in various amounts and locations on the wings to deal with gaps and misalignment of parts

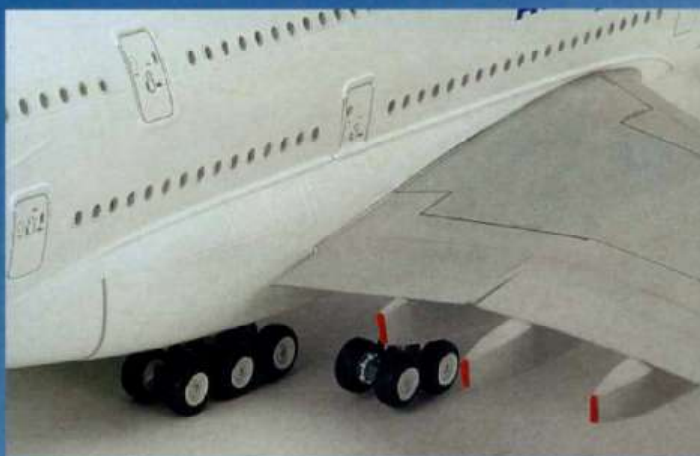
Close-up of where filler had to be applied to fill gaps and misalignment of winglets



DETAILS



As the A380 has not gone into service yet, the decals in the kit depict the prototype, so you get all these lovely insignia of the various airlines that have ordered the type on the fuselage side



fuselage was visible. So out with the green putty once more, and once this had hardened and been rubbed down using wet 'n' dry paper I resprayed the fuselage. This time round it was better, and although not perfect I realized it wasn't going to get any better, so I started to apply several coats of X-2 Gloss White over the next couple of days. In the interim I concentrated on the wings and tail surfaces, which were for the most part a light grey colour, so having already primed the parts in XF-19 Sky Grey I post-shaded them. After drying I masked the wings so that

I could apply the other colours to these parts, and once complete I applied a coat of X-22 Clear to protect the paintwork and provide a base for the decals.

The undercarriage units are mainly a grey colour closely resembling Tamiya XF-53 Neutral Grey, so this was applied while the remaining colours were applied by brush using colours from the Vallejo Model Colour range.

DECALS

As noted earlier these come on two large sheets. Starting with those for the wings, I applied them and was



A lot of work was required to get the fit of both pylon to wing and pylon to engine good in this kit. And you have to do it all four times!



relieved to find that they settled into place without any bother. Next came the fuselage, starting with the tail fin decals. These are in five large pieces; the tail and fuselage side sections went on great, no hassle, but I was soon to discover that this had been the quiet before the storm! The final piece has to fit over a large oval-shaped protuberance on the underside of the tail (part 9), a fairly large piece about 1in long. I ended up trimming the decal to fit and the resultant gaps were touched in using the airbrush having matched as best as possible the blue of the decal.

The remaining fuselage decals were then fitted; most fit but some of the window decals were slightly out of sync with the window apertures, which I had previously filled with PVA glue before applying the decals to ease the passage of these decals into position. One final gripe about the decals was that the edges crumbled on some of them leaving an uneven edge.

Once all the decals were dry I attached the wings, followed by the undercarriage and tail surfaces. These fitted reasonably well leaving you with an impressive looking model. ■

STEP BY STEP GUIDE - CONSTRUCTION



Here is a shot of one of the engine pods, again showing that filler had to be applied in various places



The completed cockpit/nose assembly

FINAL VERDICT

■ Although when built it is an impressively large model I'm compelled to say in all honesty I cannot recommend this model due to the catalogue of faults from basic fit issues to the mislabelling of parts, etc, etc. If you want to build an Airbus A380 I would suggest you try one from another manufacturer as they are in the smaller 1:144th scale. If I had to rate this kit I would give it 2 out of 10 - and that's simply for the innovation of having the doors open or closed!

Was it worth the money?

Sadly not.

BUILT & WRITTEN BY CARLOS
ALFARO SOLDAN FROM SPAIN

RAINBOW'S RAZOR

The P-47 has always struck me, in spite of the fact that it lacks 'sleek' lines, as a type that transmits an air of ability and hardiness, so when I saw the Academy 1:72 kit, I just knew I had to add it to my collection.



YOU WILL NEED...

Before starting:

- Tamiya Extra Thin Cement
- Tamiya masking tape
- Sidecutters
- Tweezers
- Sanding sticks & files
- Micro Set & Sol decal solutions
- Stanford Prismacolor Medium Grey pencil
- Future (Klear) floor polish



Accessories Used:

Eduard #72004 USAF & USN WWII Seat Belts, Pre-painted [£6.80]

Paints Used:

Gunze Sangyo Mr Aqueous
Color acrylics:
H11 Flat White
H40 Flat Base
H52 Olive Drab
H302 Dark Green FS 34092

SnJ lacquer:
Aluminium

Tamiya acrylics:
XF-4 Green Yellow
XF-53 Neutral Grey
XF-55 Deck Tan
XF-60 Desert Yellow

Dimensions

Span - 40ft 9 1/4in (12.43m)
Length - 36ft 1.65in (11.02m)
Height - 14ft 2in (4.32m)

Dimensions - 1:72

Span - 172.6mm
Length - 153mm
Height - 60mm

RBACK

MODEL INFO

SPEC: Academy 1:72 P-47D Razorback
KIT NO.: 2175 **MATERIALS:** IM
AVAILABILITY: Toyway (UK Importer)
 and Academy stockists worldwide
PRICE GUIDE: £4.99



When I got my hands on the kit I was delighted to see that it was excellent both in the quality of the moulds and in the breakdown of the parts, even the transparent parts were good. I have always preferred the 'Razorback' version to the 'Bubbletop', especially if it is camouflaged in Olive Drab and in fighter-bomber configuration rather than a pure fighter. The type

had brilliant performance in the role and inflicted devastating damage to the German forces.

The Academy kit has two decal options: one belonging to Lt Cecil O. Dean of the 317th FS, 325th FG based at Foggia, Italy in the spring of 1944 and other of Lt A.H. Rainbow of the 391st FS, 386th FG based in France in late 1944. I decided on the latter as it provided a more colourful option. I did actu-

ally manage to contact an acquaintance of Lt A.H. Rainbow who put me in touch with him and he assured me that the cowl ring and canopy frame were natural metal, something that surprised me as it was usual for these to be painted matt white? He also told me that while all the relatives of the other pilots in the squadron were sending cakes or food his father was sending him ... polish!

CONSTRUCTION

We begin, as always, with the cockpit. The interior colour is from the Gunze Sangyo range and corresponds to FS 34092, a dark green. With Vallejo acrylics I picked out the details in the cockpit area and added light shadows. I used the pre-painted photo-etched from Eduard for the seat harness to the seat, as this adds a little 'life' to the cockpit interior. ➔

ALSO RECOMMENDED...

- *Fanatique de l'Aviation No.176 & 178*
- *Modelaid International No.9 (1985)*
- *Modelling the P-47 Thunderbolt* by B. Green, Osprey Modelling No.11 (Osprey Publishing 2004)
- *Republic P-47 Thunderbolt Camouflage & Markings, USAAF, ETO & MTO 1942-1945* by R. A. Freeman (Ducimus Books)
- *P-47 Thunderbolt At War* by W.H. Hess (Doubleday & Co/Ian Allan 1976)
- *P-47 Thunderbolt Detail & Scale Vol.54* by B. Kinzey (Squadron/Signal Publications 1998)
- *P-47 Thunderbolt In Action No.67* by L. Davis (Squadron/Signal Publications 1984)
- *P-47 Thunderbolt Walk Around No.11* by Lou Drendel (Squadron/Signal Publications 1997)
- *Republic P-47 Thunderbolt - Aero Detail No.14* by S. Nohara & N. Okazaki (Art Box Co., Ltd, 1995)

- *Republic P-47 Thunderbolt* by F.A. Johnsen, Warbird Tech Vol.23 (Specialty Press 2000)
- *Republic P-47 Thunderbolt* by M. Velek & V. Roman (MBI 1997)
- *Republic P-47 Thunderbolt Vol.II* by T. Szlagor & K. Janowicz, Profile No.20 (Kagero 2005 ISBN: 83-89088-84-3)
- *Republic P-47 Thunderbolt Vol.III* by T. Szlagor, Profile No.24 (Kagero 2006 ISBN: 83-80445-07-9)
- *Republic P-47D Bubbletop, Model Detail Photo Monograph No.15* (Rossaglyph 2004)
- *Republic's P-47 Thunderbolt* by Warren M. Bodie (Widewing Publications 1997)
- *Republic P-47 Thunderbolt 'Bubbletop'* by R. Peczkowski (Mushroom Model Publications 2005 ISBN: 83-89450-13-5)
- *Thunderbolt In Action No.18* by G.B. Stafford (Squadron/Signal Publications 1975)
- *Thunderbolt - A Documentary History of the Republic P-47* by R.A. Freeman (Charles Scribner & Sons 1978)

STEP BY STEP GUIDE - CONSTRUCTION



The interior was painted a dark green then details and shading were added with Vallejo acrylics



Careful use of colours to highlight the moulded detail coupled with shadows added in white make the interior more effective



The wash of black adds shadow to the moulded detail



A steady hand is needed to highlight the moulded detail of the instrument panel



Thin copper wire was all that was needed to be added to the engine



The interior of the cowl (and wheel wells) was painted using Tamiya Green Yellow to replicate Zinc Chromate

"I did actually manage to contact an acquaintance of Lt A.H. Rainbow who put me in touch with him and he assured me that the cowl ring and canopy frame were natural metal, something that surprised me as it was usual for these to be painted matt white?"

← The landing gear bays and inside of the cowl ring are all Zinc Chromate Yellow, so for this I used Tamiya's Green Yellow, then added a slight wash of Raw Umber oil paint. The engine in the kit is exceptionally well detailed and accurate and I added thin copper wiring and did the detail painting with natural metal and titanium shades.

Once all was dry I closed up the fuselage and wings, then I hollowed out the ends of the machine guns with the help of a Minidrill and began to think about the overall camouflage scheme. This consists of Olive Drab on top with Neutral Grey underneath, and I used

Olive Drab from the Gunze Sangyo range and the Neutral Grey from Tamiya. These colours were initially applied straight from the bottle, but later the Olive Drab was weathered by the addition of Tan and Desert Yellow, while the Neutral Grey was mixed with white. Most of these paint weathering effects were concentrated on the wings and the fuselage near the cockpit. Once it was all dry I masked off and applied aluminium from the SnJ range to the cowl ring and gills, plus the canopy frame.

With the painting completed and dried the model was sprayed with three thin coats of Future floor polish in

preparation for the decals. All of the kit decals were trimmed to reduce the carrier film and Micro Sol was used to make them settle onto the surface. Once these had all dried a couple more layers of Future were applied to seal everything in. The white identification bands were painted on with their boundaries defined using Tamiya masking tape.

The model was now left for two days, then I set about applying oil washes to the panel lines, as well as to create certain effects of wear and dirt. Once all this was dry I applied water-colours to the wing root to simulate

the wear caused by the groundcrew and by the smoke and oil from the engine.

Once all these processes were completed I sealed the model with Gunze Sangyo's acrylic matt varnish, then with a Stanford Prismacolor Medium Grey pencil I added paint chips to some panels. When all this was completed to my satisfaction, the model was once again sprayed with Gunze Sangyo matt varnish.

To complete the project I added the bombs and propeller, both lightly weathered with a touch of silver. The landing gear and doors were installed and the model was at last finished. →

THE KIT



FINAL VERDICT

■ I cannot recommend the Academy kit highly enough and I already have the Bubbletop kit waiting for me to build one day. I would like to dedicate this model to Lt A.H. Rainbow, a gentleman whom it has been my pleasure to converse with prior to starting this project.

Was it worth the money?

Most definitely.

STEP BY STEP GUIDE - PAINT & WEATHERING



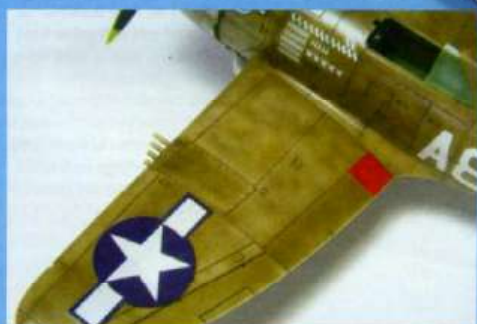
The blandness of pure Olive Drab was alleviated by applying a mix of Tan and Desert Yellow to highlight the centres of the panels, etc.



The undersides were weathered simply by mixing white with the Neutral Grey and applying that to the centre of the panels



A wash of oil paints was applied to the panel lines once the overall scheme had been sealed with Future



The effect of the oil wash on the wings



To reduce the risk of silvering etc., the decals were all closely trimmed before application and Micro Sol used to settle them down



Even the complex nose art and kill markings settled down without fuss



The model, painted, weathered and decaled and just awaiting the final coat of matt varnish and the fitment of the canopy



P-47D-2-RA Thunderbolt, S/No.42-22529, PE-J 'Mavourneen', 328th FS, 352nd FG, 8th AF, RAF Bodney flown by Lt John Coleman. Olive Drab/Neutral Grey scheme with white front of cowlings and band around fin/rudder; code is white and serial is yellow. National markings (edged in red) in six positions



Above: P-47D Thunderbolt, 877, '52', 318th FS, 325th FG, 15th AF, Italy, spring 1944. Olive Drab/Neutral Gray scheme, with red front of cowlings, edged in yellow; yellow/black checks on vertical and horizontal tail surfaces. Code is white, last three digits of serial in yellow. National markings on fuselage sides, above port and below starboard wings

Left & Below: P-47D-15-RE Thunderbolt, S/No.42-275855WW, 5F-A, 5th Emergency Rescue Squadron, 8th AF, RAF Boxted, summer 1944. Olive Drab/Neutral Grey scheme with black/white invasion stripes around fuselage and wings; Yellow band around vertical and horizontal tail surfaces, wingtips serial. Code is white, outlined in black; Insignia Red, White and Blue cowlings bands. National markings in six positions; note the underwing markings overlapping over the invasion stripes and are positioned at an angle



Below: P-47D-22-RE Thunderbolt, S/No.42-26250, G9-G, 'Turtle No.9', 509th FS, 405th FG, 9th AF, St Dizier, France, winter 1944. Natural metal overall with red front to cowlings, cockpit canopy framing and bands around vertical and horizontal tail units; Olive Drab anti-dazzle panel. National markings on fuselage sides, above port and underneath starboard wings; 'turtle' on fuselage is red. Codes and serial in black

Below: P-47D-22-RE, S/No.42-26261, K4-S, 51st FS, 405th FG, 9th AF. Olive Drab/Neutral Grey scheme with yellow front of cowlings, cooling flaps, canopy framing and serial; white code. Note overpainted yellow fin/rudder band, yellow outline to rudder trim tab; fitted with a Malcolm hood. National markings on fuselage sides, above port and below starboard wings



Below: Republic P-47D-22-RE, S/No.42-25828, '70', GC 2/3 Dauphiné, 1st Escadrille, based in Corsica, summer 1944. Olive Drab upper surfaces with Neutral Grey undersides; Yellow bands around wings and horizontal tail unit. French national roundels (edged in yellow) in six positions; serial in yellow, code '70' in white. Note unit badge on fuselage under the windscreen



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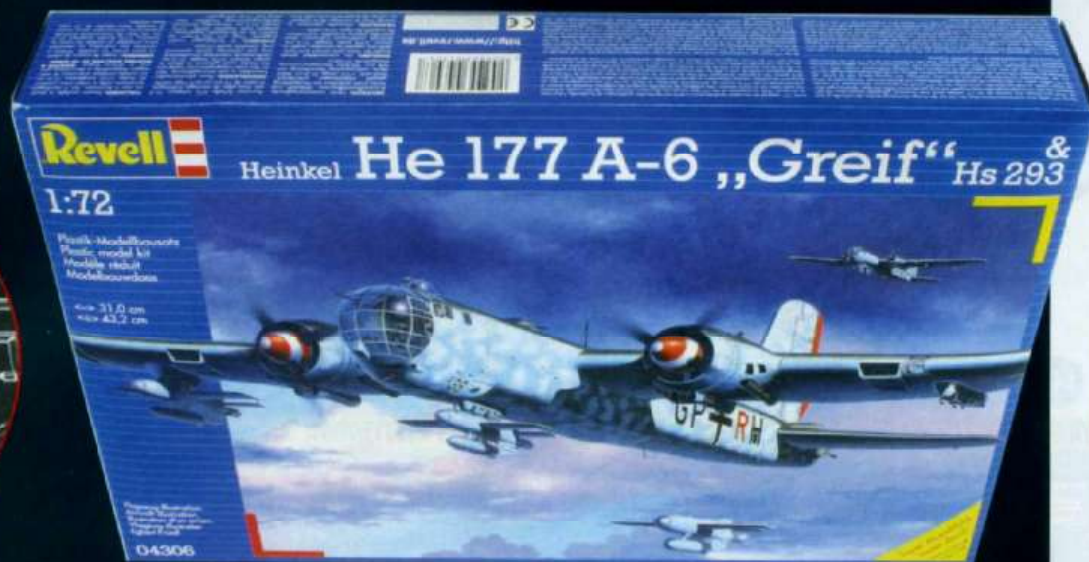
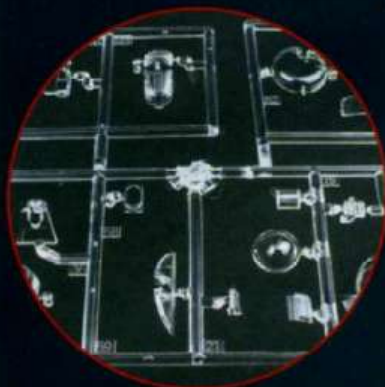
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PREVIEW



Heinkel He 177A-6 with Hs 293s

Scale: 1:72 / **Revell, Germany** / **Materials:** IM / **Kit No.:** 04306 / **Availability:** Revell AG [UK Branch] (UK Importer) and Revell stockists worldwide / **Price Guide:** £13.99

Some may be thinking that this is just the previous A-5 kit with the addition of the Hs 293 parts from their Fw 200, well in part it is but it has been modified as well to depict the A-6 version. The modification takes the form of the replacement of the rear turret with an electro-hydraulically operated FDL-B 131-series turret with four MG131 machine guns. Six He 177s were used to test this installation in 1943. Little is known about the conversions save for the few remaining photos, so Revell have worked from these as the A-6 never went into full production. The kit itself is the standard A-5 (#04616) released in 2000 with the addition of the three Hs 293s on one sprue, the new tail turret, fairing, upper decking blanking plate and revised rudder on another, and the main elements of the turret in clear plastic. Modification of the base of the rudder is required, and shown in the instructions, and options for the mid-upper turret or blanking plate are shown, but none of the decal options have the latter? Decal options for three machines are included, all test machines for the FDL-B 131 turret and they comprise GP+RH, GP+SD and KM+UR, all shown as RLM 72/73 over 65 with a dense mottle of RLM 02 on the fuselage sides.

Verdict: The original A-5 was a stunner and at just £14.00 this one is a must for all Luftwaffe fans, regardless of the 'test' nature of the type. Although the operational versions of the He 177 were very limited, Revell are being very adventurous in offering versions that only saw limited use and one has to wonder what versions they will consider in the future? Highly recommended to all Luftwaffe modellers, and our thanks to Revell AG for the review sample.

DIMENSIONS

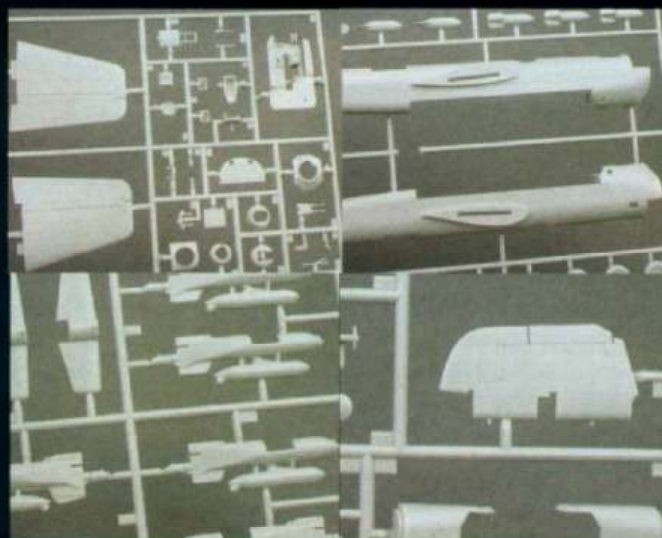
Span - 103ft 1 3/4in (31.44m)
Length - 72ft 2in (19.40m)
Height - 21ft 11in (6.70m)

DIMENSIONS - 1:72

Span - 436.7mm
Length - 269.4mm
Height - 93mm

REFERENCES - OUR PICK OF THE BUNCH!

- He 177 Greif by Janusz Ledwoch (Wydawnictwo Militaria Vol.46 ©1997)
- Heinkel He 177 by R.S. Hirsch & U. Feist, Aero Series No.13 (Aero Publishing Inc 1967)
- Heinkel He 177 by K. Darling, Warpaint No. 33 (Hall Park Books 2001)
- Heinkel He 177, 277 & 274 by Manfred Griehl and Joachim Dressel (Airlife Publishing 1998)
- Kampfflieger - Bombers of the Luftwaffe Summer 1943 - May 1945 by N. Beale (Classic Publications 2005 ISBN: 1-903223-50-4)



US PIPER CUB L-4(0-59) 'GRASSHOPPER'
CB-35014 1/35



PREVIEW



美國小笛手L-4(0-59) '草蜢' 式聯絡/觀測機

Piper L-4 Grasshopper

Scale: 1:35 / **Bronco Models, Hong Kong** / **Materials:** IM, PE, R / **Kit No.:** CB-35014 /

Availability: Hannants (UK Importer) and Bronco Models stockists worldwide / **Price Guide:** £22.50

The 1:35 scale may make some think this is a 'military' kit, but with the growth of interest in this scale for battlefield aircraft and helicopters we are sure a few aviation modellers have been bitten by the bug as well! This is an all-new tooling, and comprising 80 green-coloured and four clear plastic components the kit also utilises photo-etched (46 parts) and has a very effective resin figure of a pilot. You get optional parts in plastic or photo-etched for things like the canopy surround bolt heads and there is a sheet of clear plastic to make the window in the open position if you so choose. There is a full cockpit interior, a detailed flat-four engine and the seat belts are offered as just photo-etched buckles, etc., the belts themselves having to be made by the modeller (and there are two styles of belts included as well!). The pilot figure is not mentioned at all, with no painting details, etc., but he is depicted in standard uniform with forage cap and sunglasses on, standing with (we suspect) one hand resting on the open cockpit door. There are four decal options in the kit, all the decals being produced by Cartograf: 42-36383 during Operation Torch, North Africa, November 1942; 43-30238, 24-A of the Artillery HQ, US 3rd Army, Italy, 1943; 42-39676, 39-F of the US Army V Corps Field Artillery, Normandy, 6th June 1944; L-4B of the 91st Bomber Group, 8th AF, England, early 1945. The first three options are a standard Olive Drab, with option three having the addition of Medium Green splotches on the upper surfaces and Neutral Grey underneath. Option four is silver overall.

Verdict: The quality of this kit is very much as good as anything we see from the Far East today. The components are robust yet finely detailed and moulded and we can't see this kit giving many any problems? The addition of photo-etched and the resin figure takes this more into the intermediate level, but if you are OK with these mediums then a Grasshopper in this scale is going to look very fetching. Highly recommended to all US Army/Air Force modellers, and our thanks to Bronco Models Ltd for the review sample.

DIMENSIONS

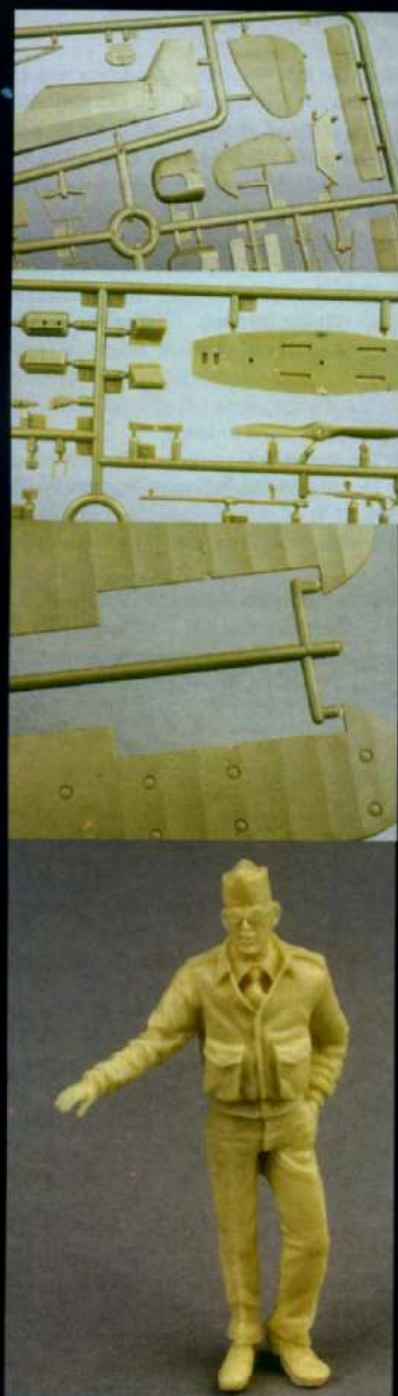
Span - 35ft 3in (10.74m)
Length - 22ft 5in (6.83m)
Height - 6ft 8in (2.03m)

DIMENSIONS - 1:35

Span - 306.8mm
Length - 195.1mm
Height - 58mm

REFERENCES

- Air Fan Nos.21, 34 & 44
- Fana de l'Aviation No.332
- F-40 'Piper L-18C' by S. Wache (Flugzeug Publications)
- Those Legendary Piper Cubs - Their Role in War & Peace by C.V. Glines (Schiffer ISBN:0-7643-2159-5)



new releases - kits

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Fairchild Republic A-10A Thunderbolt II

Scale 1:48 / Italeri, Italy / Materials: IM / Kit No.: 2655 / Availability:

The Hobby Company Ltd (UK Importer) and Italeri stockists worldwide /

Price Guide: £14.50

- New tooling
- The kit has options for positionable aileron/dive brakes and you can open up the hinged cover on the undercarriage nacelle knuckle
- Full ordnance comes in the shape of ALQ pods, rocket launchers, iron bombs, TV-guided missiles, heat-seekers and the centreline drop tank
- There are four decal options: 80-186, 23rd TFW (Provisional), Saudi Arabia, 1991; 80-258, 172nd FS, 100th FW, Michigan ANG; 78-621, 118th FS, 130th FW, Connecticut ANG; 81-979, 511th TFS, 10th TFW, USAF Alconbury in 1991. Options 1 and 4 are Dark Green, Medium Green and Gunship Grey overall, while options 2 and 3 are Light Ghost Grey over Medium Grey



Verdict: The fact that this kit is all-new was a bit of a surprise to many, Italeri snuck it in without fanfare like their ACH-47! The quality of the parts is typical of Italeri, giving you the basis for a nice model, and being the most recent kit of the Warthog it has to be worth investing in. Highly recommended to all USAF modellers, and our thanks to The Hobby Company Ltd for the review sample.

Dimensions

Span - 57ft 6in (17.53m)
Length - 53ft 4in (16.26m)
Height - 14ft 8in (4.47m)

Dimensions - 1:48

Span - 365.2mm
Length - 338.8mm
Height - 93.1mm

**References - Our pick of the bunch!**

A-10 Thunderbolt II, Lock-on No.7 (Verlinden Publications)

A-10 Thunderbolt II by T. Zmuda, Topshots No.12 (Kagero 2005 ISBN: 83-89088-82-7)

A-10 Warthog Walk Around No.17 by K. Neubeck (Squadron/Signal Publications 1999)

Republic's A-10 Thunderbolt II: A Pictorial History by D. Logan (Schiffer ISBN: 0-7643-0147-0)

**Aérospatiale SA 330 Puma**

Scale 1:144 / Revell, Germany / Materials: IM

/ Kit No.: 04020 / Availability: Revell AG [UK Branch] (UK Importers) and Revell stockists worldwide / Price Guide: £2.99

Status: Reissue, (new decals) originally released in 1998

Parts: 58 light grey-coloured and seven clear plastic components

Decal Options: 2 (XW207 of the RAF detached to Saudi Arabia during Desert Storm in February 1991 and XV221 of No.33 Sqn, RAF Benson, July 1997)

References

Scale Aircraft Modelling Vol.5 No.12 September 1983 (Aircraft in Detail)

V.S. Spitfire Mk 22/24

Scale 1:32 / Revell, Germany / Materials: IM / Kit No.: 04704 /

Availability: Revell AG [UK Branch] (UK Importers) and Revell stockists worldwide / Price Guide: £14.99

- Reissue of Matchbox tooling from the late 1970s
- Kit really depicts the F Mk 22, as the radio hatch on the starboard side is too far forward for the F Mk 24 (see Ben's Kwik Build of the Eduard kit in Issue 21). The usual Matchbox 'trenches' don't look that bad, and will calm down under some primer, although there are no rivets at all anywhere on the airframe
- Made up of three clear and 115 light grey-coloured plastic components
- There are three decal options: PK555, *K of No.73 Sqn, RAF Ta Kali, Malta, 1948; PK565, RAT*L of No.613 Sqn, RAuxAF, Ringway, 1949; VN489, W2*A, No.80 Sqn, RAF Kai Tak, Hong Kong, 1951. All are listed by Revell paint numbers but are Dark Green and Ocean Grey over Medium Sea Grey.

Verdict: It is so nice to have this kit back once more, sure, the tooling is 'old' in comparison with a new kit from Hasegawa, but until they tool a late-series Spitfire it is good to have this little gem to work with. At £15 it is a total bargain and it is highly recommended to all RAF fans and to anyone wanting a trip down memory lane! Our thanks to the Revell KG for the review sample, and hurry up and reissue the Matchbox 1:32 Bf 109E!

Dimensions

Span - 36ft 10in (11.23m)
Length - 32ft 11in (10.46m)
Height - 12ft 9in (3.89m)

Dimensions - 1:32

Span - 350.9mm
Length - 326.8mm
Height - 121.6mm

**References - Our pick of the bunch!**

Griffon Spitfires, Aero Detail No.30 (Art Box Co., Ltd)

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 Guide No.2 (Mark I 2006 ISBN: 80-86637-03-4)

**Kawasaki Ki-10-I**

Scale 1:72 / Avis, Ukrain / Materials: IM / Kit

No.: BX72005 / Availability: Hannants (UK Importers) and Avis stockists worldwide / Price Guide: £18.50

Status: New tooling, limited-run

Parts: One clear acetate and 35 light grey-coloured plastic components

Decal Options: 3 (Lt K. Kawahara, Capt. T. Kato & 2nd Lt Daitai all of the 64th Sentai, China, 1938)

References

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

**Westland Wessex HAS.3**

Scale 1:72 / Revell, Germany / Materials: IM

/ Kit No.: 04439 / Availability: Revell AG [UK Branch] (UK Importers) and Revell stockists worldwide / Price Guide: £7.99

Status: Reissue, Italeri kit originally released in 1997

Parts: 91 dark blue-coloured and eight clear plastic components

Decal Options: 2 (XPI50, No.737 Sqn, HMS Antrim, May 1980 and XPI42, No.737 Sqn, HMS Antrim, Falklands War, May 1982)

References - Our pick of the bunch!

Scale Aircraft Modelling Vol.5 No.3 December 1982 [Falklands War article]

Westland Wessex (4+ Publications 1998)

Wessex In Action No.146 (Squadron/Signal Publications, 1994)



North American P-51B Mustang Mk III

Scale 1:72 / Revell, Germany / Materials: IM / Kit No.: 04133 / Availability: Revell AG [UK Branch] (UK Importers) and Revell stockists worldwide / Price Guide: £3.99

Status: Reissue, originally released in 1999

Parts: 49 dark green-coloured and two clear plastic components

Decal Options: 2 (FB353, SZ•H of No.316 Sqn, RAF Friston, August 1944 and FB184, AZ•R of No.234 Sqn, RAF Bentwaters, December 1944)

References - Our pick of the bunch!

P-51 Mustang, Classic Aircraft No. 3 (Patrick Stephens, 1973)

P-51 Mustang Part I Detail & Scale Vol.50 by B. Kinsey (Squadron/Signal Publications 1997)

P-51 Mustang - Production Line to Front Line No.1 by M. O'Leary (Osprey Publishing 1998)



V.S. Spitfire LF MK XVIe

Scale 1:72 / CMR, Czech Republic / Materials: R / Kit No.: 169 / Availability: Hannants (UK Importers) and CMR stockists worldwide / Price Guide: £26.99

Status: New tooling

Parts: 76 resin and 4 vac-formed clear plastic Decal Options: 6 (TD240, WX•V, No.302 Sqn, 1945; TB675, 4D•V, No.74 Sqn, 1945; TD338, 2Y•P, No.345 (French) Sqn, 1945; TD231, MN•J, No.350 (Belgium) Sqn, 1945; TE382, Royal Hellenic AF, 1949; RK840, No.322 (Dutch) Sqn, 1945)

References - Our pick of the bunch!

Supermarine Spitfire LF Mk IX, Special Museum Line No.26 (Wings & Wheels Publications 2003)

Supermarine Spitfire Mk I-XVI in RAF, SAAF, RAAF, RNZAF, RCAF & Foreign Service by T. Hooton (Osprey Publishing)

Vickers-Supermarine Spitfire Mk VI-XVI by T.O. Yamada, H. Ohasato & S. Hards, Aero Detail 27 (Art Box Publishing Co. 2000)



Hawker Hurricane Mk IIb

Scale 1:72 / Revell, Germany / Materials: IM / Kit No.: 04138 / Availability: Revell AG [UK Branch] (UK Importers) and Revell stockists worldwide / Price Guide: £3.99 / Status: Reissue, originally released in October 1998

Status: Reissue, originally released in October 1998

Parts: 49 light grey-coloured and four clear plastic components

Decal Options: 2 (BD712, UF•Y of No.601 Sqn, RAF Duxford, August 1941 and BE485, AE•W of No.402 Sqn, RAF Warmwell, November 1941)

References - Our pick of the bunch!

Hawker Hurricane, Classic Aircraft No. 4 (Patrick Stephens Ltd, 1974)

Hawker Hurricane, Modellers' Datafile No.2 by R.A. Franks (SAM Publications, 1999)

Hawker Hurricane by S. Hohara, Aero Detail No.12 (Art Box Co., Ltd, 1994)

Hurricane Walk Around No.15 by R. Mackay (Squadron/Signal Publications 1998)

Messerschmitt Me 262B

Scale 1:144 / Eduard, Czech Republic / Materials: IM, PE / Kit No.: 4421 / Availability: Hannants & LSA Models (UK Importers) and Eduard stockists worldwide / Price Guide: £5.60

• New tooling

• Kit depicts the B-series Me 262 with options for two each of the B-1a/UI nightfighter and B-1a trainer. There are two complete kits in this 'Dual Combo' edition

• Each kit is made up of one clear and 37 greenish/grey-coloured plastic components, plus seven photo-etched

Verdict: Looking at the components this new Me 262 looks to be well detailed even in this small scale. The injected canopies are a little thick, but that is only to be expected, other than that this is a kit we can highly recommend to all small-scale modellers. Our thanks to the Eduard M.A. for supplying the review sample.

Dimensions

Span - 40ft 11 1/2in (12.51m)
Length - 34ft 9 1/2in (10.60m)
Height - 11ft 6 3/4in (3.83m)

Dimensions - 1:144

Span - 86.8mm
Length - 73.6mm
Height - 26.6mm

References - Our pick of the bunch!

Messerschmitt Me 262, Aero Detail No.9 (Dai Nippon Kaiga)

Messerschmitt Me 262 Schwalbe Vols.1 & 2, Aircraft Monograph No.8 by S. Fleischer & M. Rys (AJ-Press ©1998 ISBN: 83-86208-68-6/69-4)

Messerschmitt Me 262: Variations, Proposed Versions & Projected Designs Series [A-1a through A-5a] by D. Myhra (Schiffer ISBN: 0-7643-2058-0)

Messerschmitt Me 262 Volume 1, 2, 3 & 4 by R. Smith & E. J. Creek (Classic Publications 1998-2001)

Wings of the Black Cross Nos.1, 2 & 3 by J. Crandall (Eagle Editions Ltd 2005 & 2006)



new releases - accessories

More excellent products to tempt you with this month...

AIMS, UK / Available from the manufacturer

Right on the ball, AIMS have produced the following sets for the new Hasegawa Ju 88 series:



1:72 JUMO 211J

Engines

This set comprises two new engine nacelles with the deeper intake faces and straight edge at the rear of the exhaust aperture to correct these areas in the Hasegawa kit.

Designed for: Hasegawa kit

Material: R

Price Guide: £4.00 (+P&P)



1:72 Early

JUMO 211 Engines

This set will allow you to backdate the Hasegawa A-4 kit to an A-1 and comprises two new engine nacelles in resin and two different types of propeller and spinner in white-metal. Canopies will have to be modified from Falcon Clear Vac Set 9.

Designed for: Hasegawa kit

Material: R, WM

Price Guide: £6.00 (+P&P)



1:72 ETC Racks

This comprises two new ETC racks for the G-I kit made up of three white-metal parts each, to replace the inaccurate ones in the kit.

Designed for: Hasegawa kit

Material: WM

Price Guide: £1.00 (+P&P)



1:72 JUMO 213 Engines

These parts will allow you to update the Hasegawa G-I kit to a G-6 and comprises two new engine nacelles with separate exhaust damper units and spinners in resin, and six new propeller blades in white-metal.

Designed for: Hasegawa kit

Material: R, WM

Price Guide: £6.00 (+P&P)

Verdict: These are all well thought out and manufactured sets that allow the modeller to add these types to their collection using a brand-new tooling as a basis. All items are available directly from the manufacturer only, with payment by cheque from UK customers and via PayPal elsewhere. Our thanks to AIMS for the review samples.

Available from: Manufacturer (Email: j_s_mcllurray@talk21.com)

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

Here is the latest bunch of updates from Pavla:



1:48 U48-17

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 wingtips, Coffman starter intake and a four-blade propeller and spinner, all in resin, and a new canopy and windscreen in vacformed 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: £14.10



1:32 C32002

MiG-19PM Cockpit Set

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

Designed for: Trumpeter kit

Material: R, VF

Price Guide: £18.60



1:48 U48-18

Wellington Mk Ic FN.5

Gun Turrets

This set comprises two direct replacement FN.5 turrets that are highly detailed.

Designed for: Trumpeter kit

Material: R

Price Guide: £14.10



1:32 C32003

MiG-21F-13 Cockpit Set

This set is identical in breakdown to the previous one with the addition of the inner armoured screen and gunsight projector unit in resin. It also has a two-part vacformed replacement canopy, and all the instrument dials are supplied as acetate film images.

Designed for: Trumpeter kit

Material: R, VF

Price Guide: £24.80

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

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

This month sees a mix of new sets from CMK:


1:72 Mistel Conversion

This set will allow you to convert the A-4 kit, with the addition of a suitable Bf 109F kit into a Mistel I, or to convert the G-1 (*suitable Fw 190) into a Mistel S2. Modifications to the kit parts are required, but this is all highlighted in the instructions and these also include a profile of a suitable marking option for each type, although no decals for these are included.

Designed for: Hasegawa kit
Material: R, WM
Price Guide: £5.00 (+P&P)


1:72 7135 TSR.2
Armament Set

This set comprises two main bomb bay inserts, one with equipment, the other with fuel cells. The rest of the set comprises the two new bomb bay doors and the door jacks, all in resin.

Designed for: Airfix kit
Material: R
Price Guide: £7.50


1:72 7137 B-26K
Undercarriage Set

In this set you get a new nosewheel bay, plus new ones for the main bays (multi-part), new undercarriage doors and 'weighted' nose- and mainwheels. Some thinning etc will be needed to install these new parts.

Designed for: Italeri kit
Material: R
Price Guide: £11.60


1:72 7138 B-26K
Engine Set

This set is a little different to others offered for this purpose, as the crankcases are moulded to the rear bulkhead and the cowls are each moulded in two halves complete with interior detail. The cylinders, exhaust and inlet pipes are all separate parts and the photo-etched fret (not shown) includes the ignition harness and front cowl mounting ring.

Designed for: Italeri kit
Material: R
Price Guide: £14.30

**Scale Caliber,
United Kingdom**

[www.cammett.co.uk] /
Available from manufacturer


1:24 Spitfire Flap
Detail Set

As the title suggests this is a complete set of replacement, separate, flaps for the Spitfire, all of which are made in photo-etched. The moulded-in detail in the

kit wings will have to be removed before the new etched interiors can be fitted, and the separate flaps themselves are direct replacements for these bits in the kit. All the ribs are separate, as are the linkages, etc. Some metal rod will need to be sourced by the modeller, as this element is not in this set, and the manufacturer notes that although designed for the Trumpeter kit, the set may also fit the Airfix kit?

Designed for: Trumpeter kits
Material: PE
Price Guide: £10.95

Verdict: This latest addition to this series from the Scale Caliber range is very good and we have no hesitation in highly recommending it to all. Our thanks to Cammett for supplying us with the review sample.

Available from: www.cammett.co.uk


1:72 7139
B-26K Armament Set

This set basically offers a new, highly detailed, bomb bay interior along with new, detailed, bomb doors. All of these act as replacements parts, although some thinning, etc will be needed to fit them.

Designed for: Italeri kit
Material: R
Price Guide: £9.30

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

Available from: www.czechmasterkits.cz


1:72 7141
B-25J Armament Set

This is another replacement bomb bay interior complete with new bomb doors. All of these will act as replacements for the kit parts.

Designed for: Hasegawa/Revell kit
Material: R
Price Guide: £7.50


1:48 4183
Wellington Mk Ic Armament Set

This set basically offers replacement parts for the bomb bay interior of this kit. All are direct replacements and update them with better detail for the racks, etc on the central girders, along with a complete new set of bomb bay doors.

Designed for: Trumpeter kit
Material: R
Price Guide: £20.30

new releases - accessories

Even more to tempt you with!

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

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

SS284 Focke-Wulf Fw 200C Interior [Pre-painted] (Revell) Price Guide: £3.70

Photo-Etched 1:72 Series

72-463 Focke-Wulf Fw 200C Exterior (Revell) Price Guide: £11.75

72-464 Focke-Wulf Fw 200C Landing Flaps (Revell) Price Guide: £13.50

72-466 Sikorsky MH-53E Sea Dragon Exterior (Italeri) Price Guide: £11.75

73-284 Focke-Wulf Fw 200C Interior [Pre-painted] (Revell) Price Guide: £13.50

Photo-Etched 1:72 'Big ED' series

BIG 72-28 Junkers Ju 88A-4 (Hasegawa) Price Guide: £TBA

Includes: 73-275 Ju 88A-4 Interior [Pre-painted], 72-459 Junkers Ju 88A-4 Exterior, CX159 Canopy & Wheel Masks

Photo-Etched 'Zoom' 1:48 Series

FE371 Avro Lancaster Interior [Pre-painted] (Tamiya) Price Guide: £4.99

Photo-Etched 1:48 Series

49-558 Boeing-Vertol ACH-47A Exterior (Italeri) Price Guide: £10.50

48-553 Avro Lancaster Bomb Bay (Tamiya) Price Guide: £15.50

48-563 Avro Lancaster Landing Flaps (Tamiya) Price Guide: £15.50

48-564 Avro Lancaster Exterior (Tamiya) Price Guide: £15.50

48-565 Avro Lancaster Bomb Racks (Tamiya) Price Guide: £11.75

49-034 Avro Lancaster Seat Belts [Pre-painted] (Tamiya) Price Guide: £4.99

49-043 RAF Ranks WWII [Pre-painted] Price Guide: £4.99

49-044 RAF Insignia & Medals WWII [Pre-painted] Price Guide: £4.99

49-371 Avro Lancaster Interior [Pre-painted] (Tamiya) Price Guide: £15.50

Photo-Etched 1:48 'Big ED' series

BIG 48-74 Focke-Wulf Fw 190A-8 (Eduard) Price Guide: £TBA

Includes: FE370 Fw 190A/F Placards [Pre-painted], 48-551 Fw 190A Landing Flaps, 48-555 Fw 190A/F Tools & Boxes, 48-556 Fw 190A-8 Detail Set

Photo-Etched 1:32 Series

32-593 Focke-Wulf Fw 190 Placards [Pre-painted] (Hasegawa) Price Guide: £5.60

Photo-Etched 1:32 'Big ED' series

BIG 32-49 Lockheed P-38L Lightning (Trumpeter) Price Guide: £TBA

Includes: 32-126 P-38J/L Exterior, 32-134 P-38L Undercarriage, 32-567 P-38L Interior [Pre-painted], 32-590 P-38L Seat Belts [Pre-painted]

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 CX177 Martin B-26B/C Marauder (Hasegawa) Price Guide: £4.99

1:72 CX182 Chance-Vought F4U-1A Corsair (Tamiya) Price Guide: £3.15

1:48 EX208 D.H. Vampire FB Mk 5/Venom (Classic Airframes) Price Guide: £2.50

1:48 EX209 D.H. Vampire T Mk II/Sea Venom (Classic Airframes) Price Guide: £3.70

1:48 EX210 Martin B-57 Canberra (Classic Airframes) Price Guide: £4.99

1:48 EX211 E.E./BAC Canberra (Classic Airframes) Price Guide: £4.99

1:48 EX212 Fairey Albacore (Special Hobby) Price Guide: £3.70

1:48 EX505 Spinner Spirals Fw 190A/F Price Guide: £3.70

1:48 EX506 Spinner Spirals Fw 190D Price Guide: £3.70

1:32 JX504 Spinner Spirals Fw 190A/F (Hasegawa) Price Guide: £4.99

1:32 JX505 Spinner Spirals Fw 190D (Hasegawa) Price Guide: £4.99

Verdict: Eduard now cover every avenue, with the basic 'Zoom' sets, their more involved standard sets and the all-encompassing Big ED series, so if you want to add detail they are the range to check. All the above new items are 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) & Squadron (USA)

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


1:48 QB48 092
P-39Q/N Exhausts

This set of detailed exhausts has hollow outlets and depicts the fishtail style.

Designed for: Hasegawa kit

Material: R

Price Guide: £1.99


1:32 QB32 021
F-117A Ejection Seat

This ACES seat is moulded with all the belts in position and has the firing handle, etc as separate components.

Designed for: Testors/Italeri kit

Material: R

Price Guide: £3.50


1:32 QB32 004 Su-27 Ejection Seat

This K-38 seat is moulded with all the belts in position and has the firing handle, etc as separate components.

Designed for: Trumpeter kit

Material: R

Price Guide: £3.50


1:32 QB32 022
Ju 87D Propeller Blades

These are direct replacement blades depicting the wide (wooden) type fitted to the D-series

Designed for: Hasegawa kit

Material: R

Price Guide: £2.60


1:32 QB32 023
Messerschmitt Bf 109E Exhausts

This is another set of detailed replacement exhaust stacks with hollow outlets, albeit a different style to the 1:48 set (QB48 085?)

Designed for: Hasegawa kit

Material: R

Price Guide: £2.60

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

Aeroclub, UK

(www.aeroclub-models.com)

Available from manufacturer


1:48 K839
Spitfire Mk IX Fuselage Correction

This set corrects the dimensional errors in the Hasegawa kit, with all parts acting as straight replacements for those in the kit. The sidewall detail inside the cockpit has been reproduced in this set as have the parts for the fixed or retractable tailwheel.

Designed for: Hasegawa kit

Material: IM

Price Guide: £7.50


1:48 K840
Spitfire Mk XII Conversion

This set converts the Hasegawa Mk IXc kit with direct replacement parts for the fuselage, propeller and spinner, oil cooler and carburettor intake. The set also includes a blanking plate for the port underwing radiator, as that needs to be removed, and metal exhaust stacks and extreme tip of the oil cooler intake.

Designed for: Hasegawa kit

Material: IM, WM

Price Guide: £8.50

Verdict: Aeroclub's series of injected conversions and corrections are extremely good, making such tasks a lot easier than using resin or photo-etched. Some care and skill will be required to incorporate these into the Hasegawa kit, but as nearly all the parts are direct replacements they are certainly within the grasp of 99.9% modellers. Our thanks to Aeroclub for the review samples.

Available from: www.aeroclub-models.com

new releases - decals

This month sees a concise selection of subjects, so read on...

Techmod, Poland [www.techmod.com.pl]

Available in UK from: Hannants

1:72 72132 DOUGLAS TBD-1 DEVASTATOR

- 'White T1', flown by Lt Cdr James Brett, VT-2, USS Lexington, May 1942 (BG/LG)
- 'Black B', VT-6, USS Enterprise, April 1942 (BG/LG)
- 7-T-7, VT-7, USS Wasp, March 1942 (BG/LG)
- BuNo.1506, T-16, flown by Lt Cdr J.C. Waldron, VT-8, USS Hornet, 4th June 1942 (BG/LG)
- BuNo.0319, 'Black I', flown by Lt Cdr J.F. Taylor, VT-5, USS Yorktown, March 1942 (BG/LG)
- BuNo.0289, 'Black I' flown by Lt Cdr E.E. Lindsey, VT-6, USS Enterprise, 4th June 1942 (BG/LG)
- 71-S-16, flown by Lt B.V. Clark, VS-71, USS Wasp, June 1941 (A/CY/B)

Note: The sheet contains die-cut vinyl masks for the canopy, tail and wing leading edges

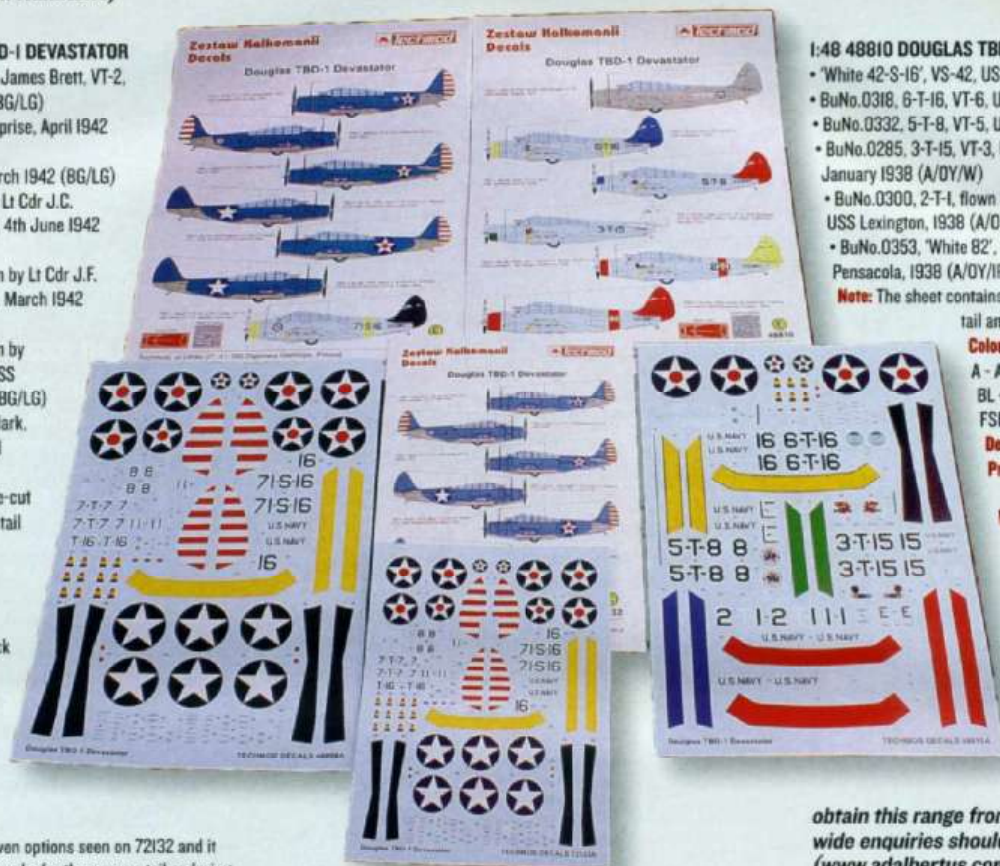
Colour Key: BG - Blue/Grey FS35189, LG - Light Grey FS36440, A - Aluminium, OY - Orange Yellow, B - Black

Designed for: Valom kit
Price Guide: £5.35

1:48 48808 DOUGLAS TBD-1 DEVASTATOR

This sheet has the same seven options seen on 72132 and it also includes die-cut vinyl masks for the canopy, tail and wing leading edges

Colour Key: See 72132
Designed for: Monogram kit
Price Guide: £8.50


1:48 48810 DOUGLAS TBD-1 DEVASTATOR

- 'White 42-S-16', VS-42, USS Ranger, NAS Norfolk, 1941 (LG)
- BuNo.0318, 6-T-16, VT-6, USS Enterprise, 1939 (A/OY/BL)
- BuNo.0332, 5-T-8, VT-5, USS Yorktown, 1939 (A/OY/IR)
- BuNo.0285, 3-T-15, VT-3, USS Saratoga, NAS North Island, January 1938 (A/OY/W)
- BuNo.0300, 2-T-1, flown by Lt Cdr W. Sinton the CO of VT-2, USS Lexington, 1938 (A/OY/IR)
- BuNo.0353, 'White 82', Naval Air Training Command, NAS Pensacola, 1938 (A/OY/IR)

Note: The sheet contains die-cut vinyl masks for the canopy, tail and wing leading edges

Colour Key: LG - Light Grey FS36440, A - Aluminium, OY - Orange Yellow, BL - Blue FS 15102, IR - Insignia Red FS1136, W - White

Designed for: Monogram kit
Price Guide: £8.50

Verdict: Techmod produce excellent sheets, each with fine print quality and colour density. In this instance the instructions contain a lot of technical information, so will be of great assistance to the modeller. Our thanks to Techmod for the review samples, UK customers can

obtain this range from Hannants, while worldwide enquiries should be made with Adalbertus (www.adalbertus.com.pl), their sole export representative.

Zotz, Mexico [www.zotzdecals.com]

Available in UK from: A2Zee Models & Hannants

1:48 ZTZ48026 AD-4N SKYRAIDERS IN NORTH AFRICA

- AD-4N Skyraider, S/No.125719, 20-LL of the Armée de l'Air (NM)
- AD-4N Skyraider, S/No.124143, *FP of the Gabon Air Force (NM/BKT)
- AD-4N Skyraider, S/No.126956, *MP of the Gabon Air Force (NM/RT)
- AD-4N Skyraider, S/No. N/K, of the Gabon Air Force (NM/YT)
- AD-4N Skyraider, S/No. N/K, of the Gabon Air Force (NM/BT)
- AD-4N Skyraider of the Chad Air Force (NM)

Colour Key: NM - Natural Metal, BKT - Black trim (nose, wings, tail), RD - Red trim, YT - Yellow trim, BT - Blue trim

Designed for: Tamiya kit
Price Guide: £11.99 (\$18.00)

Verdict: Zotz sheets are of excellent quality with perfect colour density and register. The instructions are in full colour but lack certain detail information such as (exact) colours, etc. That aside this is another excellent product that can be highly recommended to all Spad fans, and our thanks to A2Zee Models for supplying the review sample.



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

Supermarine Spitfire I/II

by W. Matusiak

Wydawnictwo Stratus s.c.

ISBN: 978-89450-55-5

Price Guide: £6.99

- Polish Wings No.6
- 48-page, A4, laminated card cover
- English



+ For those of you not familiar with this series, as you can tell it is all about Polish pilots during WWII and each title is specifically about a certain type of aircraft they flew. In this instance that is the Mk I and Mk II Spitfire. The narrative charts early tests by Polish pilots of the Spitfire and then goes on to list the experiences of Polish aircrew in the RAF during WWII, including both individual Poles in RAF squadrons and the Polish Wings themselves. The text is lavishly illustrated with lots of period black and white images and a number of colour profiles depicting the aircraft in these photos. Lots of operational reports are included and the coverage goes as far as to look at Polish training units and the men and women who acted as ferry pilots.

Verdict: This is a good title, packed with information and images and surely one all Spitfire fans will want to own. Our sample suffered with blurring of the images on the section for p3-4/45-46, which was obviously caused during printing, so check your copies carefully.

RATING 8/10

SUPPLIED BY: THANKS TO MUSHROOM MODEL PUBLICATIONS

Tupolev Tu-95 Bear

by Y. Gordon & P. Davison

Specialty Press

ISBN: 1-58007-102-3

Price Guide: £11.99 (\$16.95)

- Warbird Tech Vol.43
- 104-page, landscape, laminated card cover
- English
- www.specialtypress.com



+ This is the latest addition to this well established series that combines a narrative history with a detailed look at the development of all variants and finally a detailed description of its structure. All versions of the Tu-95 series, including the civil Tu-114 and ASW Tu-142, are covered with details of production, trials, tests and upgrades. This is all supported by a wealth of black and white images as only the central eight pages offer colour. There are also a number of useful images in the technical section that are of a walk-around style, although the size of the subject tends to make them all a bit general.

Verdict: With the Trumpeter kits in 1:144 and 1:72 there is certainly interest in this big Russian turboprop, and if you have either of these to build you will find this title extremely useful. It is recommended to all Russian aviation fans and potential Tu-95 kit builders.

RATING 8/10

SUPPLIED BY: THANKS TO IAN ALLAN Ltd



North American F-86K Sabre in Luftwaffe

by S. Wache & A. Klein

AirDOC Publications

ISBN: 3-935687-58-3

Price Guide: €14.95

- Aircraft of the Modern German Armed Forces No.2
- 64-page, A4, laminated card cover
- German & English



+ The first book in this series covered the Lockheed F-104 Starfighter, which we reviewed in Issue 18. This new title looks at German use of the Sabre Dog in the post-war period and is in the same format/style as the first in the series. The narrative charts the development of the D and K versions of the F-86, with a useful set of plans showing the changes between these two types. This is then followed by a look at the F-86K in Luftwaffe service covering in turn each unit that operated it, starting with JG 74 (1./JG 74 and 2./JG 74) along with the various training units that also used the type. This is followed by a technical description of the type with lots of useful images and manual extracts and an appendix listing all the serial numbers. All these sections combine period photographs that are in the main in colour, with images of unit badges, etc and a number of colour side profiles. The text is split 50/50 on each page between English and German, with both languages also used for all photo and profile captions.

Verdict: The F-86 in both D & K forms is well-served nowadays, so we are sure this title will prove popular. It is a title we can recommend to all fans of the Sabre Dog in general, or of its use by Germany.

RATING 9/10

SUPPLIED BY: THANKS TO AIRDOC PUBLICATIONS





Stuka Volumes 1 & 2

by Peter C. Smith

Classic Publications (Ian Allan Ltd)

ISBN: 1-903223-69-5 & 1-903223-70-9

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 cover the full 1939 to 1945 period of Luftwaffe operations with the Ju 87 dive-bomber. The first volume deals with the 1939 to 1941 period, while the second continues the story from 1942 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 colour side profiles of certain aircraft and there are quite a number of period colour images as well.

Verdict: These are excellent new instalments in this series. OK, so the Ju 87 is probably nearly as well covered elsewhere as the Bf 109/Fw 190, but there are so many photos in these books that this 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 IAN ALLAN Ltd

USAF Aardvarks

by H. Feldmann & K. Wills

AirDOC Publications

ISBN: 3-935687-13-3

Price Guide: €17.95

- WWII Combat Aircraft Photo Archive No.13
- 72-page, A4, laminated card cover
- German & English

+ This is the latest addition to this post-war combat aircraft series and it looks at USAF operations of the F-111E/F and EF-111A. The text is split 50/50 on each page between English and German, with both languages also used for all photo and profile captions. The photographs are all in colour and are interspersed with colour profiles and the occasional unit badge etc. The first 29 pages are taken up with the introduction then the narrative turns to a technical description of the F-111, with lots of walk-around and detail colour images. The third section from page 40 looks at the units that have used the F-111 in Europe, with details of the 20th and 48th Tactical Fighter Wings. Operational use of the type is covered in the fourth sections with details of Operation El Dorado Canyon and Desert Storm. Although the narrative deals with all of the operational use of the Aardvark, the supporting images mainly show the type in recent years.

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

RATING 8/10

SUPPLIED BY: THANKS TO AIRDOC PUBLICATIONS



books

Aufklärer Volume 1

by D. Wadman

Classic Publications (Ian Allan Ltd)

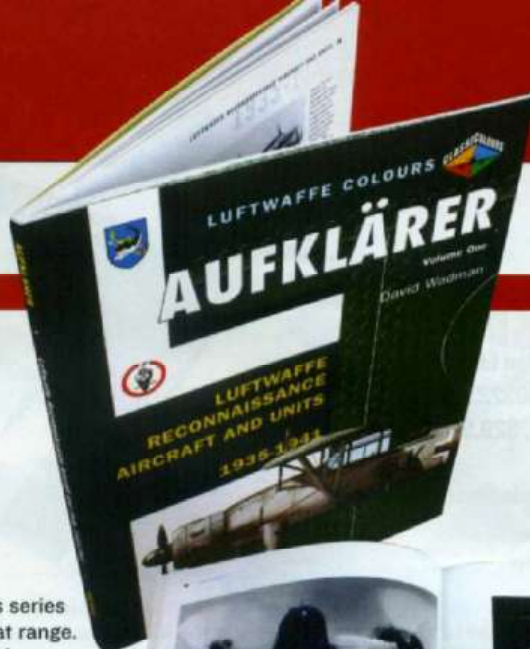
ISBN: 1-85780-268-3

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

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

+ This is the latest addition to the ever expanding Classic Colours series and it follows the usual style and format of previous titles in that range. This volume deals with Luftwaffe reconnaissance aircraft and units from 1935 through to 1941. The narrative sets the scheme by looking at operations in WWII, then from 1918 through to 1933. Instead of giving the remaining narrative as a unit-by-unit or theatre-by-theatre account, the rest of the title flows as one continuous story looking at operations from 1933 to 1941 and taking a particular look at long- and short-range reconnaissance, and of course maritime operations. The vast majority of the photos in the title are black and white, but there are a few in colour and some of these aircraft types are also featured as colour profiles.

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



RATING 9/10

SUPPLIED BY: THANKS IAN ALLAN Ltd

Buzz Numbers

by P.M. Bowers & D.W. Menard

Specialty Press

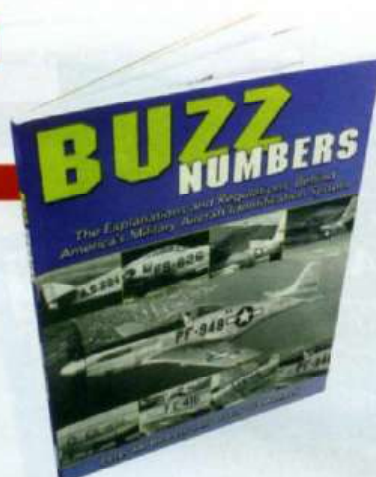
ISBN: 1-58007-103-1

Price Guide: £11.99 (\$16.95)

- 96-page, landscape, laminated card cover
- English
- www.specialtypress.com

+ Unlike their well-known WarbirdTech series, this is a special from this publisher and it explains the regulations behind the American military aircraft identification system. The subject can be quite confusing, so the narrative has been broken down to cover each aircraft type. You therefore get an introduction, followed by chapters looking at fighters, bombers, cargo and transport, pursuit, trainers (dedicated), trainers (adapted), liaison and then a miscellaneous chapter that looks at amphibians, attack, photo-reconnaissance, gliders, utility and target aircraft. By now you are eleven chapters in, so the title finishes off by taking a specific look at the three-letter buzz number system, the move to the 'US Air Force' from 1953 and national insignia along with a look at Air National Guard units, miscellaneous colours and, last but not least, oddities and errors! The text is extensively illustrated through with period black and white images and this is supported via numerous charts, lists and reproductions of official documents and regulations.

Verdict: This is an extremely useful title, the sort you need in the library for constant consultation, and it is therefore recommended to all American aviation fans.



RATING 9/10

SUPPLIED BY: THANKS TO IAN ALLAN Ltd

Luftwaffe at War Volume 1

by E.R. Hooton

Classic Publications (Ian Allan Ltd)

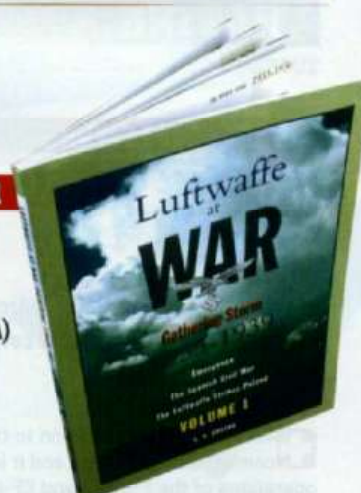
ISBN: 1-903223-71-7

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

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

+ This new series seems to be intended to be concluded in four parts. This first part deals with the emergence of the Luftwaffe from 1933 through to the start of WWII in 1939. The narrative deals with the coming to power of the Nazi Party in 1933 and the admittance to the world of the existence of the 'secret' Luftwaffe. A fair amount of the title deals with the Spanish Civil War in which the new Luftwaffe received its baptism of fire, and concludes with a look at the first operations of WWII, the invasion of Poland. The title is illustrated throughout with a mass of period images, not just of the machines, but of the personalities associated with the early days of the Luftwaffe. Quite a number of the aircraft have also been depicted in colour profiles, but these are all reproduced small, which is a shame.

Verdict: The story of the Luftwaffe keeps on interesting people and will surely be the subject of books for many years to come. This new series seems to have been well researched and written and it is certainly one that anyone interested in the history of the wartime Luftwaffe should obtain. The next parts will cover the 1939-45 period and will be Vol.2 Blitzkrieg in the West, Vol.3 Kanalkampf and Vol.4 Storm in the South.



RATING 9/10

SUPPLIED BY: THANKS TO IAN ALLAN Ltd

newsline

06 / 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
Alanger	1:120	50001	IM	Ilyushin Il-62M	£9.99	RE
Alanger	1:100	50002	IM	Ilyushin Il-18	£9.99	RE
Alanger	1:100	50003	IM	Tupolev Tu-104	£9.99	RE
Alanger	1:100	50004	IM	Ilyushin Il-18M	£9.99	RE
Alanger	1:72	72001	IM	Yak-9	£3.99	RE
Alanger	1:72	72005	IM	Yak-9B	£3.99	RE
Alanger	1:72	72007	IM	Yak-9K	£3.99	RE
Alanger	1:48	48003	IM	YaK-9DD (Ex-ICM)	£6.99	RE
Alanger	1:48	48005	IM	MiG-3 'Air Defence Moscow 1941-42' (Ex-ICM)	£6.99	RE
Alanger	1:48	48007	IM	Yak-7B (Ex-ICM)	£6.99	RE
Alanger	1:48	48010	IM	Yak-7DI/Yak-9 (Ex-ICM)	£6.99	RE
Alanger	1:48	48201	IM	Yak-9T 'I. Stepanenko' (Ex-ICM)	£7.99	RE
Alanger	1:48	48202	IM	MiG-3 'N. Krasnov' (Ex-ICM)	£7.99	RE
Alanger	1:48	48203	IM	MiG-3 'A. Pokrishkin' (Ex-ICM)	£7.99	RE
Alanger	1:48	48204	IM	Yak-7DI 'M. Albert' (Ex-ICM)	£7.99	RE
Alanger	1:48	48205	IM	Yak-7B 'A. Vorozelkin' (Ex-ICM)	£7.99	RE
Anigrand Craftwork	1:72	2071	R	Boeing/Douglas C-17 Globemaster III	£113.20	NT
Anigrand Craftwork	1:72	3002	R	XF-88A, XF-90 and YF-93A	£63.70	RE Ltd Ed
AMC Models	1:48	4810	R/VF	Zlin Z-326A	£34.50	NT
AMC Models	1:48	4812	R/VF	Let LF-109 'Pionyr'	£34.50	NT
Avis	1:72	72004	IM	Henschel Hs 123A-1	£19.50	NT
Azur	1:72	A015	IM/PE	Cierva C.30 Autogiro	£6.10	RE
Azur	1:72	A068	IM/R	Dewoitine D.373/376	£12.85	NT
Azur	1:72	A069	IM/R	Nieuport Delage NiD-72 'Export version'	£9.65	RT
Azur	1:48	A057	IM/R	Potez 630	£27.30	RT
CMR	1:72	175	R/PE	V.S. Spitfire F Mk IX 'Rolls Royce conversion'	£25.99	NT
CMR	1:72	5005	R	Hansa-Brandenburg W.20	£17.30	RT
CMR	1:72	5025	R	AGO C.IV	£20.15	RT
Eduard	1:144	04420	IM/PE	Messerschmitt Me 262A 'Dual Combo'	£5.60	RT
Eduard	1:72	7071	IM/PE	Nieuport Ni.17 'Dual Combo'	£13.50	NT
Eduard	1:48	8074	IM/PE	Hawker Tempest Mk V 'Early version'	£6.80	RE
Eduard	1:48	8426	IM	Nieuport Ni.16 'Weekend'	£6.99	RE
HR Models	1:48	4824	R/PE	Fokker B.I [MIOE]	£34.40	NT
HR Models	1:48	4825	R/PE	Fokker MIOZ	£34.40	NT
Italeri	1:72	1265	IM	Junkers Ju 52 'Toucan'	£9.99	RE
Italeri	1:48	2664	IM	SAAB JAS-39 Gripen 2-Seater	£12.99	RT
Kora	1:72	7298	R/VF/PE	Junkers Ju 388L-1 'USAAF & Soviet AF service'	£59.60	NT
Kora	1:48	4810	R/VF	Aeronautica Lombarda AR.1	£39.70	NT
Kora	1:48	4816	R/VF/PE	Focke-Wulf Fw 44E with Argus 8B inline engine	£48.20	NT
MPM	1:48	48056	IM/PE	Fairley Fulmar Mk I	£24.99	NT
Omega Models	1:72	72297	R/PE	Zenith (Owi)	£45.99	NT
Omega Models	1:72	72304	R/VF	Percival Vega Gull II 'Belgium, Spain & UK'	£34.40	NT
Omega Models	1:48	48020	R/PE	Morane Saulnier H with Anzani 'Portugal'	£52.65	NT
Omega Models	1:48	48032	R/PE	Dufaux C.I 'France'	£52.65	NT
Omega Models	1:48	48034	R/PE	Morane Saulnier H with Anzani 'France'	£52.65	NT
Pavia	1:72	72001	IM/R/PE	Fieseler Fi-167	£12.70	RE
Planet Models	1:72	140	R/VF	Bell XFL-1 Airabonita 'Late Modification'	£26.80	NT
Planet Models	1:72	195	R/VF	Pilatus PT-7	£23.20	NT
Revell	1:144	04212	IM	Canadair CL 601 'Luftwaffe'	£6.99	RE
Revell	1:72	04317	IM	Eurofighter Typhoon Single-Seater	£8.99	RE
Revell	1:72	04405	IM	Mil Mi-24 Hind D	£12.99	RE
Revell	1:72	04489	IM	NATO NH90	£13.99	RT
RS Models	1:72	9221	IM/R	Dornier Do 17P-1 'Legion Condor'	£24.80	NT
RS Models	1:72	9222	IM/R	Dornier Do 17P-1 'Ost Front'	£24.80	NT
RS Models	1:72	9223	IM/R	Dornier Do 17M-1 'Luftwaffe/Bulgaria'	£24.80	NT
Special Hobby	1:48	48070	IM/R/PEN.A.	X-15A-2 'Hi-Tech'	£20.85	RE
Special Hobby	1:32	32019	IM/R/PE	Morane Saulnier MS 406C.I 'Hi-Tech' (Ex-Azur)	£31.99	RE
Tamiya	1:48	61098	IM	Lockheed-Martin F-16CJ [Black 50]	£26.99	NT
Tamiya	1:48	61099	IM	Fairley Swordfish Mk II	£38.99	RT



Alanger #48010 Yak-7DI/Yak-9



Avis #72004 Henschel He 123A-1



Azur #A068 Dewoitine D.373/376



CMR #175 Spitfire F Mk IX 'R-R Conv'



Eduard #7071 Nieuport Ni-17



Italeri #2664 JAS-39 Gripen Twin Seater



MPM #48056 Fairley Fulmar Mk I



Pavia #72001 Fieseler Fi 167

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
Alanger	1:72	72009	IM	Curtiss P-40E 'Soviet Air Force' (Ex-Frog)	£3.99	R
Alanger	1:72	72011	IM	Curtiss P-40 'US Air Force' (Ex-Frog)	£3.99	RE
Alanger	1:72	72012	IM	Westland Lynx 'German Navy' (Ex-Frog)	£5.99	RE
Alanger	1:72	72013	IM	Westland Lynx AH Mk I 'British Army' (Ex-Frog)	£5.99	RE
Alanger	1:48	48006	IM	Yak-7A (Ex-ICM)	£6.99	RE
Alanger	1:48	48008	IM	Yak-7V (Ex-ICM)	£6.99	RE
Alanger	1:48	48301	IM	Soviet Pilots & Ground Personnel WWII (Ex-ICM)	£3.99	RE
AML	1:72	72036	IM	Lavochkin La-5UTI	£12.99	NT
AML	1:72	72037	IM/R	Curtiss P-40B Tomahawk	£12.99	NT
AZ Models	1:72	72023	IM/R/PE	Avro 621 Tutor 'Civil'	£TBA	NT
AZ Models	1:72	72024	IM/R/PE	Avro 621 Tutor 'RAF'	£TBA	NT
Azur	1:72	A057	IM/R	Potez 630 'French Heavy Fighter'	£TBA	RT
Classic Airframes	1:48	4114	IM/R	Dornier Do 17Z 'Finnish AF'	£TBA	NT
Classic Airframes	1:48	4134	IM/R	Messerschmitt Bf 109D 'Mölders'	£TBA	RE
Czech Models	1:32	3201	IM/R/PE	Brewster Buffalo F2A-3	\$59.95	RE Ex-Special Hobby
Eduard	1:48	08191	IM/PE	Avia B.534 Serie III	£TBA	NT May 2007
Eduard	1:48	8494	IM	Dassault Mirage III CJ 'Weekend'	£TBA	RE May 2007
FE Resin	1:144	14476	R/VF	Saab J-29B Tunnan	£22.00	NT
FE Resin	1:144	14477	R/VF	Avia CS-199	£18.50	NT
FE Resin	1:144	14478	R/VF	Messerschmitt P.1101 'Nachtjäger'	£18.50	NT
FE Resin	1:144	14479	R/VF	Dassault Mirage III CJ	£22.00	NT
FE Resin	1:144	14480	R/VF	Saab J-29F Tunnan	£22.00	NT
Hasegawa	1:72	00847	IM	Heinkel He 111P 'Old Camouflage'	£TBA	RE May 2007
Hasegawa	1:72	00848	IM	McDD F-4C/D Phantom II 'Bicentennial'	£TBA	RE May 2007
Hasegawa	1:72	00849	IM	Panavia Tornado F Mk 3 'Operation Telic'	£TBA	RE May 2007
Hasegawa	1:72	00857	IM	Boeing/McDD F/A-18F 'VFA-154 CAG'	£TBA	RE May 2007
Hasegawa	1:72	00858	IM	McDD F-4J Phantom II 'VF-31 Tomcatters'	£TBA	RE May 2007
Hasegawa	1:48	09742	IM	Messerschmitt Bf 109G-10 'End of War'	£TBA	RE May 2007
Hasegawa	1:48	09743	IM	Henschel Hs 129B-2 'Schlachtgeschwader 2'	£TBA	RE May 2007
Hasegawa	1:48	09744	IM	Kawasaki Ki-61-I Koh/OTSU '244th Sentai'	£TBA	RE May 2007
Hasegawa	1:48	09745	IM	Focke-Wulf Fw 190A-4 'Jagdgeschwader I'	£TBA	RE May 2007
Hasegawa	1:48	09763	IM	Mitsubishi F-2B '21 Sqn 30th Anniversary'	£TBA	RE May 2007
Heller	1:72	80315	IM	Douglas DC-6B Super Cloudmaster	£15.99	RE
Heller	1:72	80316	IM	Dassault Mirage FI-CT	£8.99	RE
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
HR Model	1:72	7366	R	Avia B-534/IV 'Schlep'	£21.00	RT
ICM	1:72	72201	IM	Nakajima Ki-27a	£12.00	NT
LF Models	1:72	7283	R/VF	Fiat G.50bis Assaulto	£30.60	NT
Roden	1:48	426	IM	RAF B.E.2c	£26.00	RT
RVHP	1:72	72180	R/VF	Swearingen SA 226T(B) Merlin IIIB 'Norway CG'	£47.75	RT
Smer	1:48	802	IM	Fiat G.55 (Ex-Artiplast)	£5.75	RE
Smer	1:48	813	IM	Macchi MC.72 (Ex-Artiplast)	£5.75	RE
Smer	1:48	817	IM	Reggiane RE 2000 Falco (Ex-Artiplast)	£5.75	RE
Special Hobby	1:72	72036	IM/R/PE	Fiat CR.25	£TBA	RE
Special Hobby	1:72	72074	IM	Avro Anson Mk I	£TBA	NT April 2007
Special Hobby	1:72	72093	IM	Lockheed PV-2 Harpoon	£TBA	NT April 2007
Special Hobby	1:72	72156	IM/R/PE	Messerschmitt Me 264 with BMW 801 engines	£TBA	RT
Special Hobby	1:72	72157	IM/R/PE	Mitsubishi Ki-83 'Tokyo 1946'	£TBA	NT
Special Hobby	1:48	48056	IM	Blackburn Skua Mk II	£TBA	NT April 2007
Trumpeter	1:48	02834	IM	Grumman F9F-3 Panther	£18.99	NT
Trumpeter	1:48	02843	IM/PE	Westland Wyvern S.4 'early version'	£24.99	RT
Trumpeter	1:24	02416	IM/PE	Hawker Hurricane Mk IIC/Trop	£59.99	RT
Valom	1:72	72023	IM/R/PE	Polikarpov TIS[A]	£17.00	NT
Valom	1:72	72029	IM/R	Kugisho D3Y2-K/D5Y1 Myojo Kai [Kamikaze]	£11.00	NT



AZ Model #72024 Avro 621 Tutor 'RAF'



Eduard #08191 Avia B.534 Serie III



Hasegawa #00847 He 111P 'Old Camo'



Hasegawa #09743 Hs 129B-2 'StG.2'



HR Models #7366 B.534/IV 'Schlep'



ICM #72201 Ki-27a



Roden #426 RAF B.E.2c



SMER #813 Macchi-Castoldi MC.72

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

FLOCK COLOURS

What a fantastic time it is to be a modeller of all things post-war Fleet Air Arm. I could hardly believe my luck when Trumpeter released their 1:72 Westland Wyvern, but now we have their 1:48 'mythical beast' as well as new Fairey Gannets and the promise of Sea Hawks, Sea Furies and Sea Venoms all in various scales, all injection moulded and all new! I can see my 'to build' pile increasing exponentially over the rest of the year. I can also see my 'never need to build' pile also swelling with old ex-Frog Gannets and Wyverns... I am also pleased MAI has seen fit to cover this FAA renaissance and do justice, not least with its Wyvern features like Steve Evans' piece in the March issue.

At the risk of looking several gift horses in the mouth, one thing about Trumpeter's Wyverns that has bothered me is the colour of the 'Flock' nose art used by 831 Naval Air Squadron. In Michael J. Doust's superb 'Wyvern from the Cockpit' (Ad Hoc Publications) released last year, the author discusses the origin of Flock and its stealthy spread to the whole squadron despite the squadron's Senior Pilot's obvious displeasure. Doust (who painted the cartoon on the first aircraft to be so adorned) notes: 'The character was, as far as I am aware, always presented in black and white: certainly that is how I painted 'Jock' Toft's aircraft: colour cartoons in national newspapers were rather a long way in the future in those days'. I would be interested therefore to hear where the red and black Flock on the Trumpeter decal sheet and Richard J. Caruana's artwork originated - particularly as some black and white pictures of the squadron's aircraft show what looks like a paler shade of Flock.

Can anyone show me a colour photo that can put me out of my misery?

With my application to the roundel police now in the post, I will sign off by asking you to keep up the good work, especially where those wonderful FAA kits are concerned.

Matthew Willis, UK



RJC Says: I understand what you mean regarding cartoons being in black and white but as you rightly later point out, some of these photos show varying shades in the cartoon character as painted onto some Wyverns. Could well be that some were in black and white, but photos do show different shades on the body, and I feel that Trumpeter and myself have interpreted the colours as best we can.



FOXBAT DECALS

Dear Sir

I have recently acquired a Revell 1:48 model of the Russian MiG-25 Foxbat manufactured around 1978. Unfortunately the kit decal sheet is missing. Will you please advise where I might acquire a suitable replacement decal sheet and, additionally, if any detail sets are available for the above kit.

Tomlinson Walker, Spain

Ed Says: You do not actually state if the kit you purchased was new or secondhand? Revell reissued this old Lindberg kit only recently (#04589), so if you bought it new, you should write directly to Revell AG, Abteilung X, Henschelstr 20-30, D-32257 Bünde, Germany and seek replacement decals. If the kit was secondhand you could also try approaching Revell AG, but they have no obligation to send a

replacement sheet free of charge if the kit was not new. The only current decals I can find in 1:48 for the MiG-25 is Linden Hill sheet #LHD48014 'Lipetsk Top Guns', which includes schemes for a MiG-25T and MiG-25 - visit www.linden-hillimports.com for more details. As far as accessories go, you can get the superb Big ED set from Eduard (#BIG 48-50), or purchase its contents separately as #48-509 Exhaust, #48-510 Exterior, #49-311 Interior and #EX046 Canopy & Wheel Masks.

PHOTO-ETCH 'HOW TO'?

Dear Richard

I have come back to this hobby after 25 years away and enjoy your magazine. I would like to add some detail to my models, mostly the cockpits, and I would like to use photo-etched products, but I have not used this medium before. I would therefore like to see an in-depth 'beginners' guide to using photo-etched (hopefully in 1:72, my favourite!)

Also could you build some models from the last fifteen years of releases (say a 1:72 Hasegawa Jaguar) or go back even further (Revell/Matchbox Wellington).

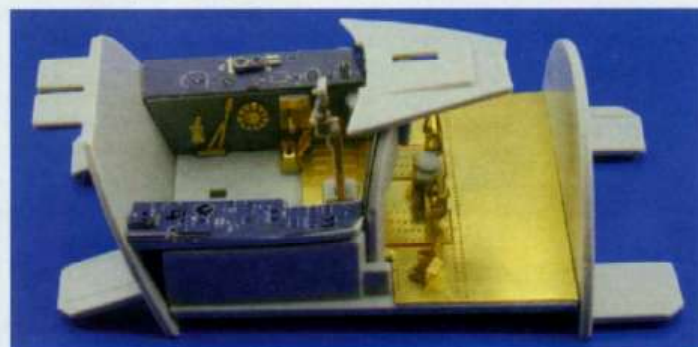
These models would probably need a lot of work, but could teach people new to the hobby a lot of techniques.

Finally, tinting canopies, should I airbrush at high or low pressure?

R.F. Kift, UK

Ed Says: First of all, welcome back to the hobby. I bet you are thinking how it has changed since you were last here in the 1980s! Doing some beginners' guides to various mediums is something that I have been considering for a while, so I will continue to see if this can be made into something suitable for publication. Building older models is something I am sure many would like to see, especially updated to

today's standards, but our problem at present is space. Even with 84 pages a month I struggle just to fit in the new mainstream kits, so trying to cover the hundreds released in the last x-number of years is, at present, beyond me. Maybe in the future, as this title develops and expands, we will have the opportunity to feature some classic kits in details. To tint canopies you are best to run at a low pressure and build the layers up, otherwise you run the risk of blowing the colour into dense and 'weak' areas. Using Tamiya paints thinned with Isopropanol and a pressure setting of below 10psi on the compressor should allow you the control to build up the colour slowly and evenly.



DON'T MISS A THING....



Issue 1 - August '05

- Roden 1:32 Fokker Dcl
- Sword 1:48 Northrop F-38 Talon
- Trumpeter 1:32 Mig-21MF
- Hasegawa 1:32 Nakajima Ki-84 Hayate
- Trumpeter 1:72 Westland Wyvern S.4
- » and more...



Issue 2 - September '05

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



Issue 3 - October '05

- Hasegawa 1:48 Kawasaki N1K1-Ja Shiden Type II Koh
- Accurate Miniatures 1:48 Vought SBD-1 Vindicator
- Revell 1:32 Heinkel He 162A-2
- Academy 1:72 Lockheed P-38J Lightning
- » and more...



Issue 4 - November '05

- Academy 1:32 Lockheed-Martin F-16CJ Fighting Falcon
- MM 1:48 Aero L-39ZA Albatross
- Hasegawa 1:72 Aero Lancaster B Mk I/II
- Techniques - Painting Effects
- » and more...



Issue 5 - December '05

- Academy 1:48 Kawasaki-Verteil KV-107-B-5
- Trumpeter 1:32 Messerschmitt Me 262A-1a
- Academy 1:32 McDonnell F/A-18D Hornet
- Messerschmitt Me 262 Single-seat by Richard J. Caruana
- » and more...



Issue 6 - January '06

- Academy 1:48 Sukhoi Su-27 Flanker
- Hasegawa 1:48 Kawasaki Ki-61-I Hei
- Tamiya 1:32 Lockheed-Martin F-16C Thunderbirds
- » and more...



Issue 7 - February '06

- Hasegawa 1:48 Focke-Wulf Fw 190A-3
- Hasegawa 1:48 Boeing-McDonnell F/A-18F Super Hornet
- A-7 Corsair II by Richard J. Caruana
- Trumpeter 1:48 Focke-Wulf Fw 200 Condor
- » and more...



Issue 8 - March '06

- Battlevue 1:32 Albatross D.III
- Trumpeter 1:48 Mig-19S
- HMS Illustrious - The Malta connection by Richard J. Caruana
- Czech Model 1:48 N.A. F3D Skyknight
- » and more...



Issue 9 - April '06

- Vintage Fighter Series 1:24 Curtiss P-40
- Eduard 1:48 Nieuport 16.11
- Hawker-Stoddley HS.125 by Richard J. Caruana
- Tamiya 1:48 Fw 190A-8
- Techniques Guide - Painting Resin Cockpits Part 1
- » and more...



Issue 10 - May '06

- Hasegawa 1:32 Ju 87G-2
- Eduard 1:48 Alfa D.H.2
- Hawker Sea Fury by Richard J. Caruana
- Tamiya 1:48 Republic P-47M Thunderbolt
- Techniques Guide - Painting Resin Cockpits Part 2
- » and more...



Issue 11 - June '06

- Hasegawa 1:72 He 111
- MOC 1:32 Hawker Typhoon Mk.Ib
- McDonnell F-4J Phantom by Richard J. Caruana
- Airfix 1:72 BAC TSR.2
- Techniques Guide - Paint Chips
- » and more...



Issue 12 - July '06

- Fodor's Miniatures 1:48 Grumman F11F Tiger
- Trumpeter 1:32 Mig-29M
- Bristol Beaufort by Richard J. Caruana
- Revell 1:144 Antonov An-124 Ruslan
- » and more...



Issue 13 - August '06

- Academy 1:48 Sikorsky OH-53E Super Stallion
- Eduard 1:48 Fokker D.VII
- Academy 1:72 UTV F-8E Crusader
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- Tamiya 1:48 He 162A-2
- » and more...



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- Classic Airframes 1:48 Sea Hawk and Meteor NE11/13 & Special Hobby 1:72 Sea Hawk
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next issue

So, what have we planned for next month's edition? On Sale 28th June 2007



Pattle's Bus

Rev. John McIlmurray builds the Gladiator in 1:72 from Pavla Models



Almost the 'Shrew'!
Ben Pallister builds the very first Spitfire, the CMR I:72 Type 300

Maple Leaf Sabre

John Wilkes builds, updates and corrects the Hasegawa 1:32 Sabre Mk 5



Viper 48

The new Tamiya 1:48 F-16CJ by Pierre-Alain Lambert



Richard J. Caruana colour profiles with our main features

Grumman J2F Duck
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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 28th JUNE 2007

TIP TIME

Having offered something a little last month, this time I thought it would be a good idea to use this page to offer the occasional tip or technique, so let's start the ball rolling with this one from Saso Knez

CARDBOARD CRADLES

A model aircraft can get damaged during construction. Small parts break, paint get scratched and quite often the

model suffers a major accident. A very simple cardboard cradle reduces the potential for damage substantially, though.

Supports need to be fitted so that the cradle does not interfere with the landing gear or other construction sequences



A very simple cradle built from cardboard in ten minutes can be used throughout the build and especially during painting. It is a very good investment in time and effort



Shown here is an elaborate construction jig used for aligning parts in demanding builds



But a cradle is different and it looks something like this



It is simply glued from cut cardboard with profiled cut-outs made for the fuselage or wings



It is best to support the model on the fuselage, so you can use the jig even when the wings are not installed

THINGS TO DO...

The event season is well under way now, so between now and our next edition on the 28th June you can visit the IPMS Torbay annual show (Email: welzy_2002@yahoo.com) on the 26th May, IPMS Salisbury Model Show (visit www.IPMS-Salisbury.org) on the 2nd June and the IPMS East Neuk (Fife) Annual Model Show and Swap Meet (Contact Dave on 01334 652439) on the 10th June.

If you are abroad at any stage during this period the Scale ACT '07 in Canberra City, Australia (visit www.actrms.asn.au) is on over the period of the 26th & 27th May, Model Expo 2007 in Melbourne, Australia (Email IanVale@bigpond.com) will be held from the 9th to the 11th June and finally Modelbmo 2007 (visit www.modelbmo.cz/index_e.htm) will be held on the 23rd June.

EDITOR'S CHOICE

For Detail Work

We all have masses of knives and scalpels in our toolboxes, but of these there are few that allow fine, detail work while still retaining rigidity of the blade. I have tried many different knife/blade combinations and never really found one that did the job safely, as you always ran the risk of the narrow blade snapping at any time. Well, now your worries are over, as Little-cars.com has in stock this superb knife made by Griffon. The handle looks like any other hobby knife of this type, but the jaws are metal, so it grips the blade firmly and won't wear out like those with plastic jaws will. There are four other types of blade that will fit the handle, but Little-



cars are currently offering it with the standard 7-B style blade, which is ideal for detail work like removing fine seams or other raised details. The whole thing is offered as a pack comprising handle fitted with a 7-B blade and a pack of four spare 7-B blades for a total price of £5, contact Little-cars.com by emailing info@little-cars.com or calling 01234 711890.



ITALERI

NEW RELEASES



1267 HO4S-3



2657 IL-Sturmovik



1265 JU-52 "Toucan"



2658 P-40M/N Kittyhawk Mk.IV



1271 F-16 Fighting Falcon



2664 IAS 39 Gripen Twin Seater



1263 CR.42 AS

FAIREY SWORDFISH Mk.II



Models are shown fitted with separately available photo-etched parts.

Royal Navy's Guardian Angels

1/48 Fairey Swordfish Mk.II

Item 61099

Famed in the annals of WWII history for such feats as the night attack on the Italian fleet at Taranto, and helping to sink the Bismarck, the British Royal Navy's Swordfish torpedo plane moved into an anti-submarine role from the latter half of the war. This Mk.II variant featured a 750 hp Bristol Pegasus 30 engine and metal lower wings that allowed the use of ten 3 inch rockets. Tamiya's exquisite 1/48 scale Swordfish model captures the classic feel of the biplane, which featured steel pipe frames covered in cloth and fixed landing gears. New parts such as metal reinforced lower wing, exhaust damper, large oil cooler and radar antenna allow accurate depiction of the Mk.II with its formidable rocket armament. Further options include auxiliary fuel tanks, and the choice to build plane with or without flare launchers on fuselage underside. Three figures and three types of markings are included.

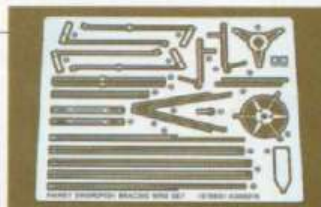


Cockpit is reproduced to the smallest level of detail, right down to the intricate control panels and steel frame. Three finely sculpted figures feature realistic poses.

Optional Parts for Even More Detail

This separately available Photo-Etched Parts Set realistically recreates the Swordfish's support wires and allows for a classical biplane feel that only quality metal parts can provide. Sights for the torpedo and machine guns have also been included in the set.

Fairey Swordfish Photo Etched Bracing Wire Set Item 61069



TAMIYA, INC. 3-7 ONDAWARA, SURUGA-KU, SHIZUOKA 422-8610 JAPAN