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Little Italian Sportster
Classic Airframes Fiat CR.32



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REVIEWED!

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The F4U-I Corsair in
1:72 from Tamiya



BIG JUG

Hasegawa's new 1:32 P-47D Thunderbolt

**Kwik Builds of the CMR 1:72 Spitfire Mk XVIe, Dragon 1:144 MH-60G
Pavehawk & Eduard 1:48 Il-2m**



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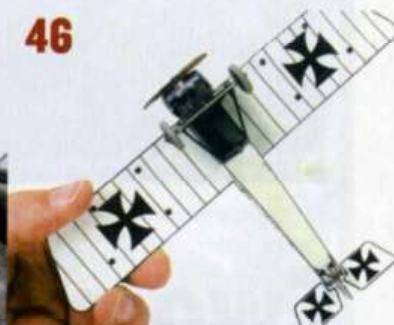
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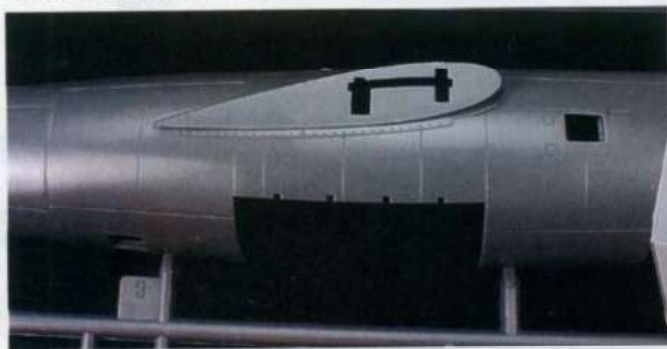
Richard J. Caruana provides colour profiles for all of our main features this month

Marauding About 1:72

Following on from their B-26B/C Marauder (#E26) that we built in Issue 21, Hasegawa have now released the B-26F/G version (#E27).

Of course the main change between these two relates to the incidence of the wing, and Hasegawa have achieved this by producing a brand new fuselage with the increased wing incidence of this version. They have also included a revised spar unit, to ensure the wing sits properly and there are various additional and changed parts in comparison to the previous release, but most were already on the sprues of the

first release, so it is just a case of 'replace part A with part B'. As before, the kit features a full interior, bomb-bay and undercarriage bays, but this time has decals for 'Redlight Rosie' of the 587th BS, 394th BG, 'Lak-a-nookie' of the 459th BS, 344th BG and 'Round Too!' of the 584th BS, 394th BG. This kit will be on general release by the time you read this with a UK retail price of £21.99.



Two new CDs

The most recent CDs from Aero Research Co. deal with propjets and USAF F-4 Phantoms.

Both of these are the first parts of a multi-part series and each 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. Each CD retails for \$11.95 plus shipping, so for more details contact Aeroresmodel@aol.com, or call (775) 786 8615. Future releases planned include Reno Unlimited 1964-1974, F-105 Thunderchief, F-8 Crusaders and Classic Propliners.

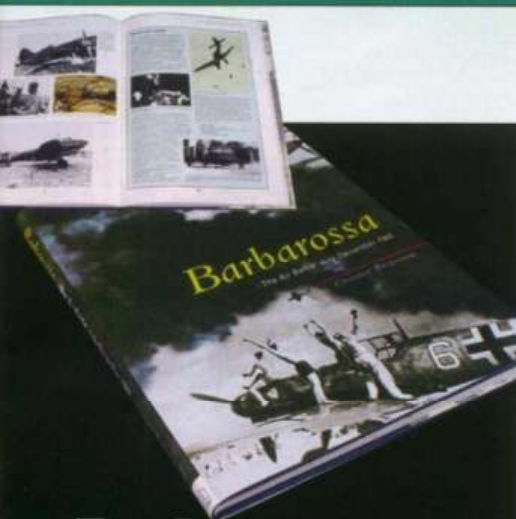


Small Offerings 1:144

Ian Ruscoe looks at the MH-60G produced by Dragon in their popular 1:144 series elsewhere in this issue, and three of the most recent kits in this range are all '1+1' (two kits per box) offerings. They comprise the Tornado F Mk 3 in No.56(R) Squadron markings (#4582), the A-6E Intruder in 'Desert Storm' markings (#4588) and the F/A-18F Super Hornet in VFA-213 'Black Lions' markings (#4597). Most kits in this range seem to be £8.50 in the UK, and hopefully all three of these will be readily available in the UK by the time you read this.



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



Barbarossa - The Air Battle

Midland Publishing have recently released this new title (ISBN: 1-85780-270-2) and it gives a detailed account of the air battle in support of this operation during the July to December 1941 period.

Unlike many titles that seem content with discussing just the aerial aspects, the author has combined this with details of the movements of the German army on the ground and how the Luftwaffe interacted and supported the push forward. The title is very much narrative, which does not mean there are few images, far from it, there are a great many, it is just that this title has obviously been well researched and written and then illustrated. This title should be available from all good bookshops for £27.99 (\$49.95) or directly from Ian Allan Mail Order.



Diaerama Monthly

The subject of aviation-themed dioramas is not one that ever gets that much attention, so this new magazine entitled Diaerama should cater for all you with an interest in this subject. Priced at £7.50 a copy, we are not sure how regularly it will be published, and presently it is all home-produced, but the editor hopes to get it professionally printed as soon as possible. For more information contact diaeramamag@aol.com or call Tony on 01691 778613.

Desert Buff

1:72

Italeri have recently reissued the ex-AMT kit of the Stratofortress, this time in B-52G guise with Gulf War marking options. The kit (#1269) is still as impressive as ever, with a lot of big plastic parts in the box. The decal options comprise 'Valkyrie', 'El Lobo II' and 'Grim Reaper' all from the 2nd BW, Barksdale AFB in 1991. Option 1 is dark grey overall with dark green camouflage on top, option 2 is two tones of green, grey and dark tan over white and option 3 is grey overall, so there is something for everyone there! Available from all good model shops for £35.99 - the Italeri range is imported into the UK by The Hobby Company Ltd if you have difficulty in finding an example.



Second Time Around

CMR are always busy with new releases but some of you may have noted that recently they have released kits that they had previously done and you may be wondering if these too are new. The answer is no, but each does come complete with decals this time around, something they did not have when first produced. Even though 'older' kits, their quality is superb and they proved popular before, so are bound to second time around. The most recent to join this group are the Hansa-Brandenburg W.20/2 (#5005/£17.30) and the AGO C.IV (#5025/£20.20). The UK importer for the CMR range is Hannants.

Hikoki Publications

It was recently announced that this well-known book series has been acquired by Crécy Publishing Ltd. By the look of their Spring 2007 catalogue Crécy have most of the titles in the series, but there are a few gaps, specifically the earlier titles and the Luftwaffe painting guide. For more information contact Crécy Publishing Ltd, Tel: 0161 499 0024, email enquiries@crecy.co.uk or visit www.crecy.co.uk.



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 Beaufighter 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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MODEL INFO

SPEC: Eduard 1:48 Il-2m Shturmovik
KIT NO.: 8165 **MATERIALS:** IM, PE
AVAILABILITY: Hannants & LSA Models (UK
 Importer) and Eduard stockists worldwide
PRICE GUIDE: £26.50



Shtunning Shturmovik

When I first saw this kit I assumed it was just a reissue of the original Accurate Miniatures two seat Il-2m3. However, what Eduard has cleverly done is to take two kits and by using a mix of the parts from each they have succeeded in offering us a completely new version, the Il-2m.

BUILT & WRITTEN BY ANDY IERONYMIDES FROM THE UK



The difference between these two two-seat sub-types was that the 2m had straight wooden wings whereas the 2m3 had metal wings that were swept back at an angle of 15 degrees. Along with the addition of the Il-2 straight wings Eduard have also added a bit of spice via the inclusion of a pre-painted photo-etched fret, canopy masks and a fabulous new decal sheet covering no fewer than five options.

The original kit parts looked pretty impressive but with the addition of the coloured etched set the detail is pushed up quite a few notches, especially in the cockpit area where things like the etched instrument panel and coloured belts really improve the final look. But what of the transplanting of the wings, could this Frankenstein type surgery really work? Well it does but not totally painlessly, I may add.

The wing-to-fuselage joints have to be carefully pushed around a bit and have to be tidied up with a bit of filler here and there, but happily nothing too traumatic. A really neat touch and a great improvement is the replacement of the plastic inlet filter, which protrudes out of the right wing root, with a crisp metal etched grille. The plastic rear gunner's machine gun is also transformed with sights and ammo feed with a belt of bullets provided again in photo-etched; very nice since this gun is the focal point in the open rear gunner's position. The canopy glazing arrangement in early -2m and later -2m3 models does have variations in the type and positioning of notably the section around the rear gunner, and these are all catered for. Some, like my chosen version, dispensed with the rear section altogether to improve the rear gunner's arc of fire. ➔

YOU WILL NEED...

Before Starting:

- Cyanoacrylate and activator
- Plastic Weld ■ Scalpel
- Tweezers ■ Tamiya filler
- Sanding sticks
- Micro Set and Sol decal solutions
- Tweezers
- Tamiya masking tape
- Revell Contacta filler

Paints Used:

Gunze-Sangyo Mr
 Aqueous Color acrylics:
 H20 Flat Clear
 H30 Clear
 H34 Field Green
 H70 RLM 02 Grey
 H418 RLM 78 Light Blue

Xtracrylix acrylics:

XAI036 Dark
 Camouflage Grey
 XAI001 Dark Green
 XAI817 Dark Earth
 XAI036 RLM 79
 Sandgelb

Tamiya acrylics:

XF-1 Black
 XF-2 White
 XF-19 NATO Black

Dimensions

Span - 14.6m
 Length - 11.65m
 Height - 3.4m

Dimensions

- 1:48
 Span - 304mm
 Length - 243mm
 Height - 70.8mm

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

The combination of the straight wings of the Il-2 and the main fuselage etc. of the Il-2m3 at last allows modellers to make the Il-2m version



There is a number of things to hang under your Il-2m, in this instance rockets outboard and bombs inboard, all of which look typically 'Russian'

◀ The markings options are very interesting and provide the opportunity to finish the -2m in some of the earlier schemes. I was tempted by a scheme where the aircraft was a concoction of two different aircraft; the front nose, cockpit and elevators were finished in an early light green and black whereas the wings and fuselage had the later three-tone finish of dark green, dark grey and brown. Very appropriate, me-

thinks, following the mix and match nature of the kit! Just to round things off the lovely thin decals were very impressive and went on a treat, the only word of caution I should pass on is that the decals settled well but adhered to the plastic very quickly, not giving much time for repositioning. I used plenty of water under the decals and minimal decal setting solution and things were fine. ■

The Il-2 is big and those wings are huge slabs. The original Accurate Miniatures components were superb, so Eduard's additional parts just add to the overall quality



REFERENCES

- *Aeroplane Monthly*, June 2001 [Shturmovik Database]
- *Ilyushin Il-2 Stormovik In Action No.155* by H-H Stafer (Squadron/Signal Publications, 1995)
- *Ilyushin Il-2 Stormovik* by M. Ovcacik & K. Susa (4+ Publications 2007 ISBN: 80-87045-00-9)
- *Ilyushin Il-2 & Il-10, Monografie Lotnicze No.22* by Robert Michulec (AJ Press, 1996)
- *Il-2 Type 3 & Il-10/Avia B-33* by F. Koran & M. Ovcacik (Wings & Wheels Publications, 1997)
- *Soviet Air Force Fighter Colours 1941-1945* by Eric Pilawski (Classic Publications)

FINAL VERDICT

■ A very business-like venture from Eduard. By taking an older kit and quite simply transforming it into a 'new' version they have instantly given the original tooling a new lease of life. With the addition of the modern photo-etched fret and decals I think they have come up with another winner. I thoroughly enjoyed the build and would recommend the kit to modellers of all abilities. Nice one Eduard, a stroke of genius!



BUILT & WRITTEN BY IAN RUSCOE FROM THE UK

TWIN 'COPTER

Dragon have recently started to issue kits in a '1 + 1' format with two complete kits in the box. Some of these are reissues, while some are new, so here is a look at their rendition of the Black Hawk.

There are four sprues, essentially one clear and one light grey styrene for each helicopter. The surface detail is very good with the panel lines being engraved. The forward section of the fuselage encompassing the cockpit glazing is a single piece of clear plastic, as are the side cabin doors. The interior is supplied and given the scale is pretty good, just needs assembling and painting. There are three colour schemes provided and they are:

- 1. 55th Special Operations Squadron, Hurlburt Field, Florida 1994. This is in the three-tone wrap-around lizard scheme

- 2. Operation Desert Shield, Saudi Arabia 1991. This is a two-tone sand and earth wrap-around scheme

- 3. AFSOC. This is an overall Neutral Grey scheme

Rather than build one helicopter from the box I thought I'd assemble both, building one as option 1 with the side cabin doors closed and the other as option 2 with the doors open.

I started by assembling the cockpits of both before spraying each and the fuselage interiors in XF-53 Neutral Grey. I post-shaded the parts with a lighter mix of the base colour, before

picking out the detail with a brush. I applied a wash of Raw Umber oil paint to the parts and after drying gently drybrushed them. The tubs were first of all test fitted and I discovered that the cabin interiors sit proud of the fuselage interior so that a noticeable step is visible if you have the cabin doors open, so this needed to be corrected. Once the fuselage halves had been sealed and dried I moved on to the next phase of assembly, that being the attachment of the nose and radar housing. Moving on, the top of the fuselage assembly was tackled next and this covered the main rotor, engine intakes and upper

fuselage aerals. The rotor is made from two pieces with the join at 90° to each other and with the rotor head fitting into place underneath. The final stage was the fitting of the previous assemblies and all remaining parts, these being the tail rotor as a single part, tailwheel, exhausts, winch, main undercarriage, side doors and inflight refuelling probe. This latter part is an amazing piece of moulding as the level of detail is outstanding. Please note that the following parts were left off the main airframe and were painted separately to ease painting: main and tail rotors, and side cabin doors. ■



MODEL INFO

SPEC: Dragon 1:44 Sikorsky MH-60G

KIT NO.: 4579 MATERIALS: IM AVAILABILITY: The Hobby Company Ltd (UK Importer) and Dragon stockists worldwide PRICE GUIDE: £8.50

YOU WILL NEED...

Before Starting:

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



Paints Used:

Tamiya acrylics:
X-22 Clear
XF-1 Flat Black
XF-52 Flat Earth
XF-53 Neutral Grey
XF-59 Desert Yellow
XF-61 Dark Green
XF-62 Olive Drab

Oil paint:
Raw Umber

Dimensions

Length - 17.1m (64ft 10in)
Height - 5.1m (16ft 8in)
Rotor Diameter - 14.1m (53ft 8in)

Dimensions - 1:44

Length - 118.75mm
Height - 35.42mm
Rotor Diameter - 97.9mm

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



Even in this small scale, the level of detail is very good and the whole package very convincing

PAINTING

After carefully masking the glazing (which incidentally took longer than the assembly) I primed the parts in XF-1 Flat Black, before moving on to the specific colours.

■ Option 1

After the fuselage parts had dried overnight I resprayed them in XF-53 Neutral Grey, which was shaded before the next colour XF-62 Olive Drab was sprayed freehand, followed by XF-61 Dark Green. I decide to spray freehand because with such a tiny model it would be a nightmare masking it. The type of airbrush I use (Iwata) allows me to get close to the model without any overspray. I picked out the detail with a brush before coating the model in X-22 Clear. The decals supplied are tiny but really add to the model. I experienced no problems with them and didn't use any setting solutions. I then applied thin washes of Raw Umber oil paint and when this had dried gently drybrushed the parts. Finally, after adding the sub-assemblies, I further enhanced the weathering using some pastel chalks.

■ Option 2

This was finished in the same way as the other helicopter except the camouflage colours were XF-59 Desert Yellow, which was shaded with a lighter mix of the base colour, followed by XF-52 Flat Earth. This was shaded as well using a lighter mix of the base colour before using the previously mentioned method of weathering.

Having two kits in the box does allow you to build two very different looking machines thanks to the decal options included



REFERENCES

- Air Fan No. 154
- Avions de Guerre No.36
- Koku Fan Illustrated No.9 (1984)
- H-60 Black Hawk In Action No.133 (Squadron/Signal Publications)
- UH-60A Blackhawk In Detail No.1 (Wings & Wheels Publications, 1995)
- World Air Power Journal Vol.12 (1993)



FINAL VERDICT

■ I really enjoyed building these kits, the level of detail is very good and the added bonus of a second kit is great thinking. So yes, I think this kit is great value for money and building enjoyment, excellent.

MODEL INFO

SPEC: CMR 1:72 Supermarine Spitfire
LF Mk XVI KIT NO.: 169 **MATERIALS:** R, PE, VF
AVAILABILITY: Hannants (UK Importer) and
 CMR stockists worldwide **PRICE GUIDE:** £26.99

Sharing many components with the previous Mk IX kit, the new low-back Mk XVI marks the ultimate in Merlin-powered Spitfire development



BUILT & WRITTEN BY LIBOR JEKL FROM THE CZECH REPUBLIC

NEVER-ENDING S

The latest addition to the CMR 1:72 Spitfire family is this Mk XVI with the low back and teardrop canopy. After all, this is a quite logical step since this version differs only marginally from the previously released Mk IX kit (See Issue 21) and therefore it shares many components with its predecessor.

The main difference is of course the new fuselage and also the 'clipped' wing, which is offered in two versions (with or without the bulges above the wheel wells) so the modeller can choose the appropriate option according to his references. The remaining bits are already known in the Mk IX kit, so we are provided with many alternative components, such as two styles of exhausts, three wheel-hub types plus weighted tyres, bombs, slipper and drop tanks etc. Also included are pre-painted photo-

etched from Eduard, two vac-formed canopies and a nicely printed decal sheet complete with stencils. The instructions are, as usually with CMR, pretty extensive and alongside the building sequence diagrams there is also a series of nice images of a preserved example. The only comment I would make is that the camouflage colours are stated only to FS equivalents, so it is left up to the modeller to cope with this. The quality of the castings is excellent and to my pleasure I found almost no air bubbles or other surface imperfections in my

example. Some of the panel lines may seem a little bit on the heavy side, but these disappeared under a few coats of Mr Surfacer 1000. The undercarriage legs are cast in a harder resin so they should not deform with time. I checked my Mk IX kit built a few months ago and everything still seems to be OK, with no visible bending or other deformations.

The building should not bring any major difficulties even to the less experienced modeller, as the fit of parts is very good. Naturally, due to the kit's nature modellers should not underestimate the preparation of the parts, carefully dry-fit-

ting each, and they should not be surprised to find that not all parts line up that well. I also recommend you treat the surface before commencing the paint job; an ideal solution here is the Gunze Sangyo Mr Surfacer 1000 sprayed in a few thin coats and sanded smooth with fine wet'n'dry. Mr Surfacer 500 can be used as a filler for any bubbles or scratches.

The kit offers six interesting camouflage options, four machines from 'foreign' RAF squadrons, Nos. 302 (Polish), 322 (Dutch), 345 (Free French), 350 (Belgian),

YOU WILL NEED...

Before Starting:

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

Paints Used:

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

Gunze-Sangyo Mr Color lacquer:

H364 Aircraft Grey/Green

Vallejo Model Color acrylics:

- 990 Light Grey
- 950 Black

Dimensions

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

Dimensions - 1:72

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



Libor went for the Dutch squadron option, mainly because of the parrot motif on the side of the nose, as noseart is not that common on RAF Spitfires

TORY!

a 2nd TAF example from No.74 Squadron and finally a Royal Hellenic Air Force aircraft. I went for the 'Dutch' machine that has a parrot motif painted on the cowling, and this wears a standard RAF day-fighter scheme. The decals are beautifully printed and their application was straightforward using Microscale decal solutions. I applied some of the stencils provided, but I confess many of them remained on the decal sheet as I was simply too impatient. ■



Being a low-level fighter-bomber the Mk XVI comes with bomb racks and some 250lb bombs to hang from them

REFERENCES

- *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)



FINAL VERDICT

■ I can only repeat my final words from my previous Spitfire Mk IX review. This kit is well researched and cleverly engineered and in my opinion is one of the best resin kits around today. I know that some might be discouraged by its relatively high price, but considering all those 'extras' included in the box plus and its overall accuracy I think it is worth every penny.



Overall quality of Hasegawa's new 1:32 'Jug' is good and it is nice at last to have a modern kit of this important combatant in this scale

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

MODEL INFO

SPEC: Hasegawa 1:32 Republic P-47D Thunderbolt **KIT NO.:** ST27 **MATERIALS:** IM **AVAILABILITY:** Amerang Ltd (UK Importer) and Hasegawa stockists worldwide **PRICE GUIDE:** £29.99

BIG JUG

The history of air combat and the aircraft that took part in the conflicts is something of an odd fish. Some aircraft have become ingrained in the subconscious minds of those that study it as being something special, while other machines, possibly just as worthy, have been relegated to 'also-rans'. The P-47 Thunderbolt can never be thought of as an also-ran, so it is good to have a new 1:32 kit after having only the old Revell version for so many years.

Hasegawa have had 1:72 and 1:48 versions of this formidable fighter out for some time, so it was a nice surprise to see this one on their release list early last year. The box itself is a big one as well; it's got to be, of course, because in this scale this aircraft is truly a monster and the artwork on the lid is glorious (as usual). The plastic is well moulded, with some lovely

details, but it's not perfect as there are some annoying and quite noticeable sink marks in prominent places. The first of these is on the wing, both upper and lower halves, and is caused by a completely unnecessary, in my opinion, strengthening rib on the inner surface. This rib has caused a 'ripple' in the outer surface that will have to be filled and sanded. There are also more sink marks (troughs) where the

trailing edge flaps have the internal ribs moulded in the inner face of the wings, but thankfully these are much less pronounced. There are others (ring-shaped depressions) on each half of the lower fuselage where the centreline tank attachment point fits into little sockets. Not a good start.

The cockpit, however, begins the redeeming process very well with some excellent detail mouldings, which all

go together quickly and without fuss. The instrument panel is well moulded and even though a decal represents the dials, the scale and quality of the moulding means that painting is the preferred option. There are a couple of things I should point out, though. The lower portion of the instrument panel that extends down between the pilots legs has 5 large square buttons/lights/lumps on it on it and I think

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:

Alclad II lacquers:
Aluminium
Dark Aluminium
White Aluminium
Grey Primer and Micro-Filler

Halfords (aerosol) acrylic:
Grey Plastic Primer

Humbrol enamels:

53 Gunmetal
56 Aluminium
92 Iron Grey
67 Tank Grey

Lifecolor acrylics:

LC01 White
LC02 Black
LC37 Burnt Umber
UA005 Olive Drab
UA042 Chrome Yellow
UA140 Yellow

White Ensign Colour Coat enamels:

ACUS09 FS24151 Interior Green
ACUS23 Zinc-Chromate Yellow

Daler Rowney oil paints:

034 Ivory Black
223 Burnt Umber

Daler Rowney pastel:

Warm grey #73

Winsor & Newton pastels:

Yellow Ochre #2273
Burnt Sienna #411.3
Grey #704.5

Dimensions

Span - 40ft 9 1/4in (12.43m)
Length - 36ft 1 3/4in (10.92m)
Height - 14ft 2in (4.32m)

Dimensions - 1:32

Span - 388.4mm
Length - 341.3mm
Height - 135mm

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



It is good to see that Hasegawa have not made that common mistake with the P-47, as they have the guns parallel with the ground, not the wing centreline!

The kit comes with two canopies, one open in two parts and the other moulded closed. This is an unusual feature in a kit, but it may well find supporters

it's the external stores selector panel. So if you're not going to fit the bombs/fuel tanks then it can be removed. Annoyingly there are seat belts and although Hasegawa provide you with a pilot figure I wanted to be able to see everything in the cockpit, so he stayed in the spares box. I made some belts from tape and fuse wire, but a set of Eduard pre-painted belts would look much better.

I do have a confession to make here; I've painted the interior the wrong colour. The instructions state either Zinc Chromate (that's what I used) or Khaki Green. Well, for this mark of P-47 apparently both of those are wrong. My informed source tells me this should actually be a much darker shade of green, rather like FS34108 Interior Green.

Talking about the fit of the cockpit, it all goes together very well indeed and

slots into the fuselage complete with the spars for the wings. The fuselage halves close up extremely neatly, leaving very little to do to the seams. The same is true of the wings as they slot neatly over the spars and butt up against the wing root fillets, leaving not a single gap to worry about, glorious stuff.

The wings themselves need to be built, of course, before they go on, and some choices need to be made. If you want

to have underwing racks with bombs or drop tanks fitted then you have to open up a couple of holes and slice off part of the rib detail on the lower side of the wing. You also have to decide which version you're doing because Eagleston's aircraft was a slightly later (-30) variant, meaning it had airbrakes and a repositioned landing light.

The horizontal tail is also another set of well fitting bits and all of the main

ALSO RECOMMENDED...

References - Our pick of the bunch!

- P-47 Thunderbolt Detail & Scale Vol.54 by B. Kinzey (Squadron/Signal Publications 1998)
- 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 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: 83-60445-07-9)
- Republic P-47 Thunderbolt 'Bubbletop' by R. Peczkowski (Mushroom Model Publications 2005 ISBN: 83-89450-13-5)
- No.56 Fighter Group (Squadron/Signal Publications)

⚠ Wear the right protective clothing when advised



STEP BY STEP GUIDE - CONSTRUCTION

The trough left in the wing outer panel by shrinkage... come on Hasegawa, you can do better than this!



The same problem but a different shape, the little 'ring' depressions on the fuselage halves caused by the internal socket



The built-up cockpit and wing spars fit neatly and securely into the fuselage halves; the big wings are going to need the support that the twin-spar arrangement gives it.



The completed powerplant. The wiring for the ignition harness is a must in this scale, knowing that it is going to be on show in the final model



That four-part cowling is a bit of a pain but it does capture the shape very well, and you can see lots of the engine

← component joints are as good as I've seen on any kit.

DOUBLE-WASP

In this scale and for this kind of aircraft, the engine is going to be on show for all to see. This means that, as good as the kit mouldings are (and they are), it needs a wiring harness and some additional pipework. The wires are small gauge copper wire and although I know they should really be painted black, I left them bare just to accentuate the details.

The cowling is a rather fiddly four-part affair, with slightly clumsy joints, but it does look right when it's done.

Because I was doing the bare-metal aircraft of Eagleston, this cowling can be left off and painted as a separate unit later. After a base coat of Halfords Grey Plastic Primer several coats of LifeColor Chrome Yellow and RLM 04 were applied to it. The RLM 04 (FS33538) is a brighter yellow and is kept to the centre of each panel resulting in a good shading effect. The black

areas are then masked off and sprayed, after which the whole thing is given a coat of Johnson's Klear in readiness for a wash of brown oils and the rather large and imposing flying skull decals.

COLOUR CHOICES

I have to admit that I was a bit disappointed when I learned what the two options were in the box. The first is Gabreski's machine from the 61st FS, in two versions (early and late) and other is Eagleston's machine from the 353rd FS. Both of these

aircraft have literally been done to death (by Hasegawa themselves amongst others) and I would have loved to see something a bit more original in the box. But, beggars can't be choosers and as this one is an out-of-the box (nearly) build, I'll stick to the markings provided.

It all begins with masking off the windscreen and the cockpit interior and giving everything a good wash. This gets rid of all the dust and detritus of the build process, and most importantly, all of my sticky little finger prints.

STEP BY STEP GUIDE - PAINTING PART 1

Masked off for painting with a little circle of rubber sheet to keep the Blu-Tack away from the wires, otherwise it would just rip them off



Halfords Grey Plastic Primer, one of the all-time great undercoats



The cockpit interior is really nicely detailed, and although it's the wrong colour it still looks good. Eduard seat belts would be a big improvement

"The plastic is well moulded, with some lovely details, but it's not perfect as there are some annoying and quite noticeable sink marks in prominent places"



The plastic of this particular kit is very smooth so we'll begin with the undercoat and a change from my usual Halfords Plastic Primer. In this case I used Alclad Grey Primer and Micro-filler. A single coat is applied and allowed to harden fully with a night in the airing cupboard. This is rubbed down with some very smooth Micro-Mesh cloth (6000 grit) until the finish is even and blemish free. Then the whole process is repeated and the model once again washed to get rid of all the dust.

The Alclad II metallic lacquers come in a host of various shades but I was going to use three basic types: White Aluminium, Aluminium and Dark Aluminium. Oh yeah, a word of warning, if you're going to be using Alclad and the kit is a reasonable size, then you're going to need some more masking tape. You might think you've got enough, but trust me; you haven't! Anyway, the first coat goes on, it's Aluminium and the whole airframe (bar the engine cowling) gets the treatment. Two good

coats have it looking very 'heavy metal'. Alclad II gives the best bare-metal finish as far as I am concerned and it does go quite a long way; this model took about 1/3rd of a bottle to spray. It has to be applied with an airbrush, and I use a low pressure, about 10psi with fairly high feed so it goes on quite wet. It doesn't take a long to dry either, 10 minutes to touch dry and an hour until it's hard enough for the masking marathon.

If you're not particularly experienced at masking for painting, don't

worry, by the end of this one you will be! You need to get a whole bunch of photographs of natural metal P-47's and study which panel looks lighter or darker than the others and mask off accordingly. The White Aluminium is the lightest shade and will be applied last so that it gets the benefit of the other metal finishes beneath it, increasing its reflectivity. The first stage of masking follows the base Aluminium coats to allow the darker shade of Dark Aluminium to be applied, which sounds

The two shades of yellow paint show off the panel lines and the shape of the cowling very well. Keep the brighter yellow to the centre of each panel and it'll shade itself



The black area is a simple bit of masking and spraying, but it does produce a vivid paint-job



⚠ Wear the right protective clothing when advised

Republic P-47D-25-RE, S/No.42-26635, MX-E, flown by Maj. Richard A. Howitt, 82nd FS, 78th FG. Olive Drab/Neutral Grey finish with white/black bands below wings and rear fuselage; white bands around horizontal and vertical tail surfaces. Codes in white; black/white checks on cowl.

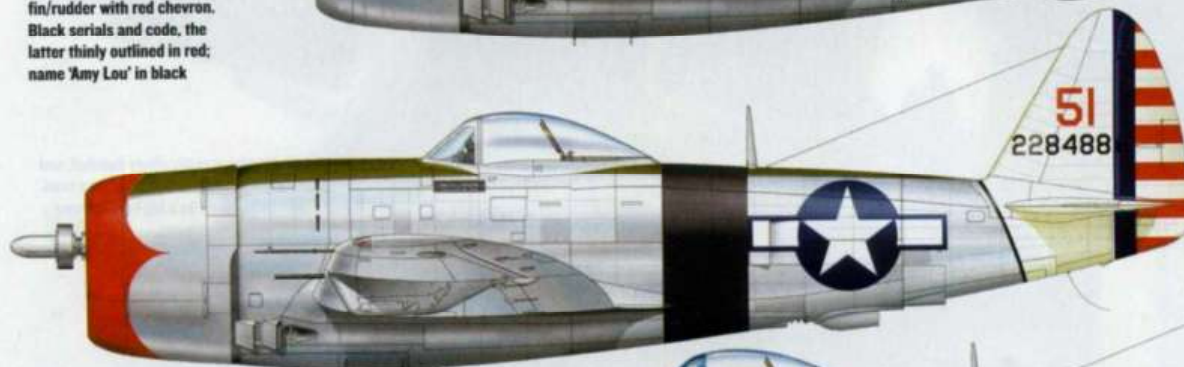


Amy Lou

Republic P-47D-27-RE, S/No. 42-27277, 315th FS, 324th FG, 12th AF, Italy. Natural metal overall with Olive Drab anti-dazzle panel; red flash and diamond outlined in black, black band around fin/rudder with red chevron. Black serials and code, the latter thinly outlined in red; name 'Amy Lou' in black.



Republic P-47D-27-RA, S/No.42-28488/51, 35th FG, 5th AF, Luzon (Philippines), 1945. Natural metal overall with Olive Drab anti-dazzle panel; red front of cowl and black band around mid-fuselage. White tail section, edged in black around fuselage; blue/white/red rudder stripes. Code in red, serial in black.



Republic P-47D-30-RE, S/No.44-20456, D3-V, 397th FS, 368th FG, 9th AF, 1946. Natural metal overall with Olive Drab fuselage top decking, edged in yellow. Mid-blue trim to nose, wingtips, canopy, dorsal fin and top of rear fuselage, edged in yellow; yellow top of fin/rudder. Black bands around fin/rudder and horizontal tail surfaces.



Republic P-47D-30-RA, S/No.44-33033/4P-K, 512th FS, 406th FG, 9th AF, Belgium, February 1945. Natural metal overall with red spinner and front fuselage area; red/yellow/red bands around fuselage and blue/red/yellow bands around fin/rudder. Codes in black, outlined in yellow; serial in black and anti-dazzle panel in Olive Drab.



Republic P-47D-25-RE, S/No.42-26520/80, flown by the Commander of the 1e Escadrille of GC I/4 Navarre, Capt. Minot, Free French Air Force. Olive Drab/Neutral Grey scheme with yellow bands around fin/rudder and wings; red prop hub and front of cowl. Code in white; serial in yellow.



Republic P-47D-30-RE, 51-5, 51st Stormo, Italian Air Force. Natural metal overall with Dark Green fuselage top decking; national markings in six positions. Code is black; spinner is yellow. Note command pennant on forward fuselage.



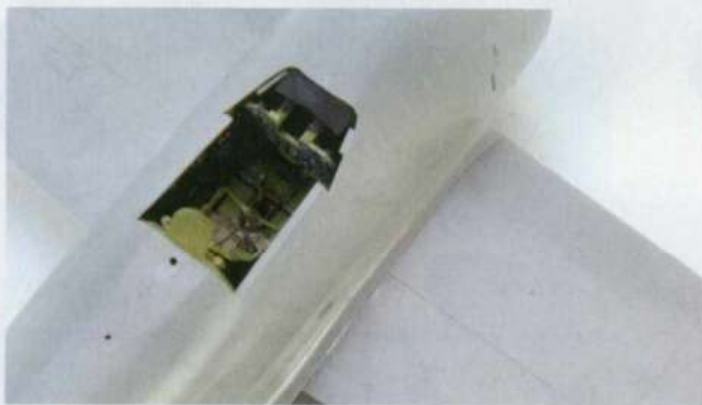
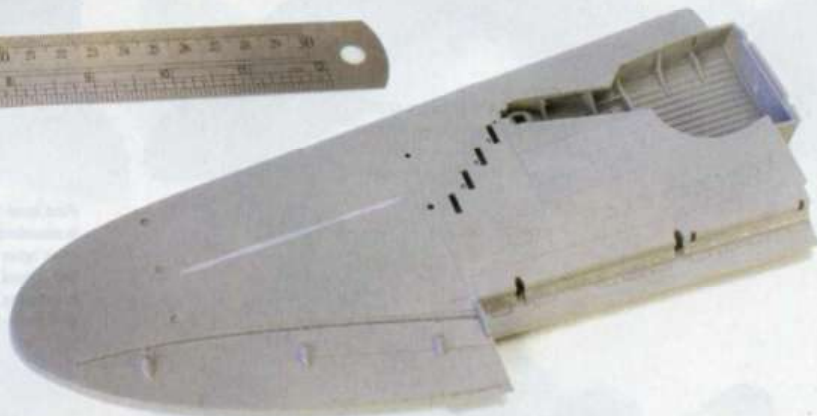
STEP BY STEP GUIDE - CONSTRUCTION CONT...



When the fuselage halves are joined it begins to be apparent just how big this thing is going to get



The wing construction is straightforward with excellent wheel bay detail. Notice the holes, opened for the wing pylon and the line of filler in the outer portion.



Excellent fit, not a gap anywhere along the wing to fuselage joint, so top marks for that



Washed and masked and ready for the paint to begin

easy enough and it is I guess, but it took me about 3 hours...damn this is a BIG plane! A couple of rolls of tape later and the Dark Aluminium is applied, just for the masking to start again, although this was a much shorter and easier process for the White Aluminium areas, which are fewer in number. After that of course it's more masking, this time for the fuselage Olive Drab anti-dazzle panel. Overall I think the difference

between the Aluminium and Dark Aluminium isn't enough, but in some lights you can see a marked difference. Not to worry, I'll use different shades next time, or maybe start with the Dark Aluminium, who knows?

Alclad does a wonderful metal finish but to me it's still a bit bland, probably because there's so much of it. Anyway, the antidote to blandness is weathering and it begins with that

wonderful stuff Tamiya X-19 Smoke. This acrylic paint has a million and one uses but here it's going to accentuate the panel lines whilst adding a nice 'dirtying' effect. I sprayed it lightly around all the panel lines, as well as the gun muzzles and shell ejection ports. The exhaust areas and the vents scattered around the airframe get the same treatment as well, just a little heavier in places.

Did I mention that we had a lot of masking tape to use? Yes? Good, because here comes some more of it. The wheel wells need painting with the rather odd Zinc Chromate Yellow, and White Ensign do a marvellous version of this colour. The detail in these areas is excellent and benefits mightily from a wash of black and brown oil paint then a touch of grey pastels rubbed into the deeper shadows. The centre of each of



You can see into the cowling, so a little extra detailing here will be worth the effort



The addition of the centreline tank and out-board bombs make for a more 'warlike' P-47

STEP BY STEP GUIDE - PAINTING PART 2

Two coats of Alclad II Grey Primer and Micro-Filler; the perfect base coat for the later metal lacquers

But it all has to be just as smooth as a baby's cheek? Alclad will instantly pick out even the slightest irregularity in plastic or undercoat so polishing the primer is a must



Final layer: the White Aluminium is considerably paler than the other types of bare-metal finish and is used for fewer of the panels, making the masking progressively easier

Second mask: covering of various panels and sections of the airframe in readiness for the final White Aluminium coat

Accentuation of a bare-metal finish has to be done subtly or it'll look too harsh, and Tamiya X-19 Smoke is the perfect place to start that process

Fourth mask: the main wheel bays get the White Ensign Zinc Chromate treatment and doesn't that paint look lovely?

Fifth mask: this could have been done with the decals but in the end I'm glad I opted to spray

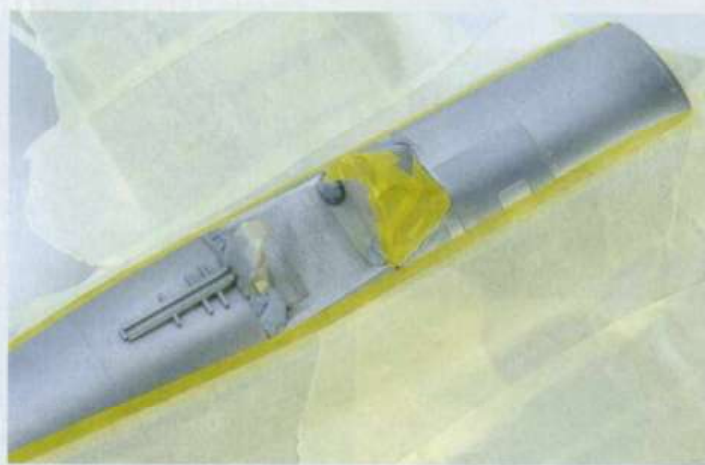
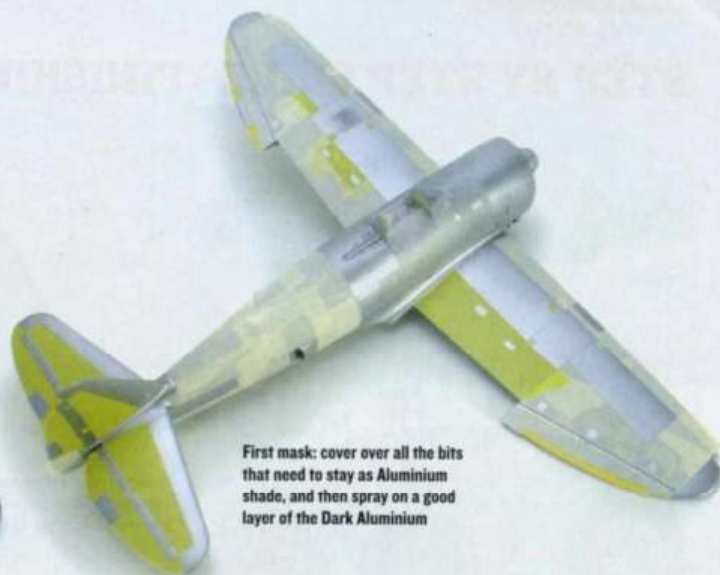


There is quite a lot going on with this kit, what with the canopy option, the separate flaps and the underwing and fuselage ordnance/drop tank options

First layer: Aluminium. This will be the base coat for the others



First mask: cover over all the bits that need to stay as Aluminium shade, and then spray on a good layer of the Dark Aluminium



Third mask: the spine of the Thunderbolt has to have its Olive Drab anti-dazzle panel applied



After which the masking is removed to show the finished paint job below, I always love that bit

the bays is drybrushed with raw Zinc Chromate Yellow to finish off the effect of depth.

MARKINGS

Don't put away the masking tape just yet because there's another job to do. I'd sprayed on a couple of coats of Johnson's Klear in readiness for the decals and I started with the tail stripes on the horizontal tail.

Hasegawa decals have been a bit of a hit and miss affair in the past but just lately they have been getting far more consistent. They also react far quicker and one touch of Mr Mark Softener had the first decal I applied coming apart at the seams, turning it into a small wrinkled smear of mush! Anyway, this made up my mind and I turned once more to the masking tape for a bit more spraying.

The identification stripes themselves were sprayed on using very dark grey, then satin black was applied on the panel lines and hinge joint to liven it all up a bit. There are still a few more bits to spray with Alclad, including the flaps and the underwing pylons. After that, the nose and that monster engine were fitted and things were beginning to look like a proper aircraft at last. The decals help immensely the bright stars and

bars as well as the abbreviated invasion stripes make a huge difference. The two versions on offer in the box are totally different, one being the fully camouflaged version of Gabreski's aircraft, the other being the bare-metal machine. The markings are also very different; apart from the national insignia, there's no commonality between them and so I guess they're a good choice if you've got no other Thunderbolts in your collection.



Steve went for this colour option, as none of those in the kit are very inspiring as they are all very well known, but at least this one is bare metal and has some splashes of colour

STEP BY STEP GUIDE - FINISHING TOUCHES

The under-wing pylons are fitted with little poly caps to locate the stores into, almost Tamiyaesque in that you could conceivably swap bombs and drop tanks over if you felt the urge

Accentuation of a bare-metal finish has to be done subtly or it'll look too harsh, and Tamiya X-19 Smoke is the perfect place to start that process



The separate flaps can be displayed in the up or down position just by choosing the right set of hinges

FINISHING TOUCHES

As usual, the final parts of any build are all the sticky-out bits, which include in this case the undercarriage units, aerials, pitot and the guns. There is both good news and bad in this little bunch. The undercarriage stuff is lovely; beautifully detailed doors and struts, needing only careful painting and the addition of brake lines. It would have been nice to see the tyres moulded as 'weighted' items but a quick rub with a file sorted that out. The bad points are the gun barrels. They are solid items, not hollowed in any way, which is going

to be a pain for many people. It's not difficult to drill them out (0.4mm drill!) but it's a bit of cost cutting by Hasegawa and personally I was a little disappointed by it.

Anyway, everything bar the transparent parts was in place so the whole kit was given a couple of coats of Humbrol Satin Cote. This seals everything in and blends it together while still retaining enough of the metallic sheen. After which the clear bits are positioned and the aerial wire is attached to fin and fuselage... job done. ■



The only drawback with having the flaps 'down' is that the end rib is exposed and this is moulded flat, when it should have a raised strengthening rib. I only noticed after I'd done the painting so I opted to paint on the rib-work. It works just fine as an illusion but a bit of work earlier in the build would have solved this problem



The monster engine in place and it's all ready for the decals, and with the sheer expanse of metal on show it really needs something to bring it to life



The size difference between 1:32 and 1:48 is considerable. Here we can see the 1:48 Tamiya Razorback against the new king on the block!

**FINAL VERDICT**

■ Do you like Thunderbolts? If you do you'll love this kit. It's easy to build, with good levels of bash detail and it's as accurate in size and shape as I'd ever want. This makes it perfect for both the first timer to this large scale and the more experienced modeller looking for a superdetailing project. The parts left unused suggest more Ds and even an M version and with a new fuselage they could have Razorbacks, or with a new wing it'll be an N. Knowing Hasegawa and how they love to get the fu use out of every bit of plastic, these versions won't be too long in coming. And I for one can't wait!

Was it worth the money?

Without a shadow of a doubt, this is a LOT of kit for your money.



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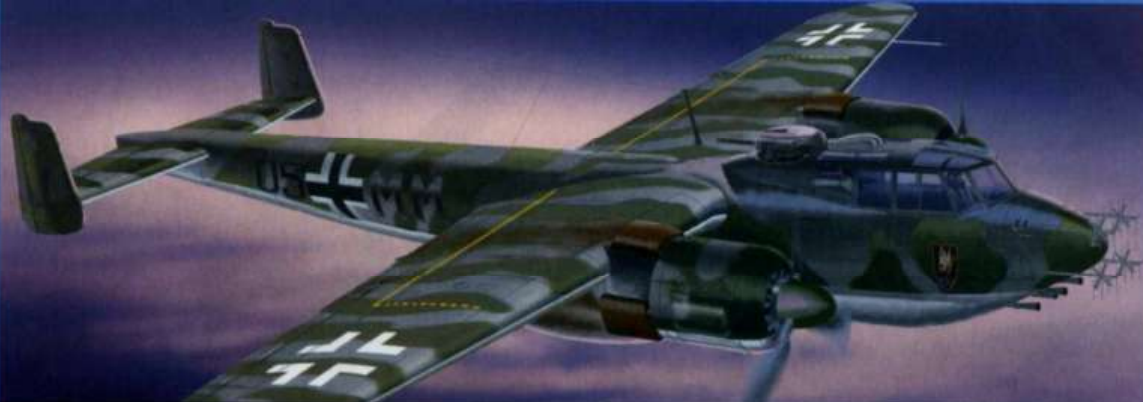
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1266 - DO-217 J1/J2 Nachtjäger - 1:72

**limited
edition**



1113 - Caproni CA.311 (Limited Edition) - 1:72



2666 - MH-60K Blackhawk SOA - 1:48

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2662 - Chinook HC.1 (CH - 47C) - 1:48



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5605 - S.L.C. Malale - 1:35

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KIT BUILD

SKILL LEVEL: BEGINNER

The massive propeller of the Corsair caused the designers to adopt the 'bent' wing to get clearance on the tip during deck landings. The front profile of an F4U is unmistakable!

MODEL INFO

SPEC: Tamiya 1:72 Chance-Vought F4U-1 'Birdcage' Corsair **KIT NO.:** 60774
MATERIALS: IM **AVAILABILITY:** The Hobby Company Ltd (UK Importer) and Tamiya stockists worldwide **PRICE GUIDE:** £12.99

BUILT & WRITTEN BY NICK J. WIGMAN FROM THE UK

BABY BENT-WING

Having done the F4U-4 version a few years ago, Tamiya have now backdated this, via additional parts, to offer the 'Birdcage' F4U-1.

This kit logically uses the existing F4U-1D components with the addition of two new sprues; the first is a grey one containing the correct narrow chord propeller, shorter tailwheel, inner right wing flap with no footstep, and parts for the turtleback with windows, while the second is clear and offers the correct windscreen, side windows, two types of canopy hood, wing light, underside window and gunsight with integral reflector glass. The quality of all the mouldings is, as we expect from Tamiya, superb with excellent surface detail and nice fabric effect where appropriate. Four decal options are included, three three-colour schemes and one Blue Grey over Light Grey option. The decals look very good indeed with the early style red-outlined 'Star and Bars' having the white included to help eliminate any bleeding of the colour underneath. Oddly enough though, the 'white' for

these areas is more of a cream colour, presumably to eliminate a 'pure' white for these areas? No ordnance is provided as it was not factory fitted to this version of the F4U. This kit could have a few extra parts included to make a F4U-2 night fighter, so maybe Tamiya may release this version sometime hence?

BUILDING

Many components are scaled-down versions of the 1:48 examples, and the cockpit is no exception. At this stage, as usual where possible, all the interior parts including the interior of each fuselage half were painted with Polly S US Interior Green. The instrument panels and consoles are very well detailed and the first step in the instructions shows the fitting of the consoles to the rear bulkhead (as per the 1:48 kit) along with the seat. The kit provides decals for seat belts but they are not convinc-

ing, and were later replaced with etched examples. The seat fitted easily into the rear bulkhead, and the part containing the side consoles, after painting some areas black, was pushed into place and secured. The instrument panel itself was painted gloss black to provide a decal-ready surface, and the decal slid into place. It settled down nicely with Gunze-Sangyo Mr Softer, and the heel boards, rudder pedals and control column fitted were then installed. Both instrument panel and rear bulkhead assemblies were then brought together and secured with Plastic Weld. The fuselage halves were next to be joined, and a test fit showed that the turtleback halves (once joined together) fitted perfectly, so once the join here had been sanded smooth, the turtleback assembly was fitted.

At this point it was apparent that the seat was too far forward within the cockpit opening. It was too late for me

to remedy this, so I would recommend filing back the seat mounts or making them from plastic rod, as this would be more accurate but admittedly more difficult to create. Also make sure that the cockpit interior is seated correctly within the fuselage as otherwise the fit to the wings would be impeded.

The joins so far were sanded smooth, and just a light rescribing was needed here and there.

WINGING IT

There are a number of possibilities for the colour of the wheel wells; they could be white, Chromate Green, 'Salmon Pink' (basically a primer colour), or Interior Green. I followed the kit instructions and sprayed the wheel wells and wheel well bulkheads with Interior Green. The wings were then joined together and the fit all round was perfect. The leading edge radiator inserts also fitted perfectly, with just a

YOU WILL NEED...

Before starting:

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

**Recommended paints:**

Tamiya acrylics:
 AS-12 Bare-Metal Silver
 TS-13 Gloss Clear
 X-4 Blue
 XF-2 White
 XF-17 Sea Blue

Polly Scale acrylics:
 Intermediate Blue
 Matt Varnish
 US Interior Green
 White

Accessories

Eduard #73004 USN & USAF WWII Sea Belts [Pre-painted] (Price Guide: £6.80)

Dimensions

Span - 4ft 3in (12.47m)
 Length - 33ft 6in (10.16m)

Dimensions - 1:72

Span - 173.8mm
 Length - 141.1mm

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



The two-tone blue over white scheme of the USN and USMC in WWII does make for a very attractive model, regardless of the scale



Paint chipping was common on the F4U, but getting this right in 1:72 is a subtle art

ALSO RECOMMENDED...

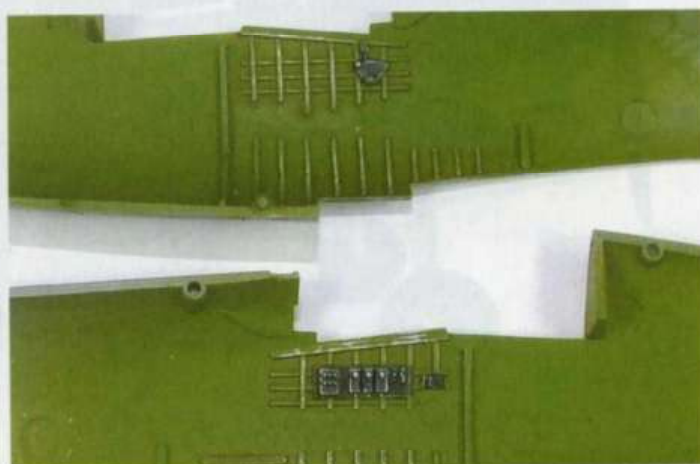
References - Our pick of the bunch!

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



STEP BY STEP GUIDE - CONSTRUCTION

The main cockpit assemblies



The interior detail moulded into the fuselage halves



The wheel wells have good detail straight from the box

little rescribing needed to restore some panel lines. The wings themselves fitted without problem with any tiny gaps being filled with Tamiya Extra Thin Cement. Finally the tailplanes were installed, just take care to ensure that they are aligned properly.

APPLYING THE COLOUR SCHEME, DECALS & WEATHERING

Now the airframe needed to be prepared for spraying, and so the wheel

well, tailwheel well, underside window and cockpit openings were masked off with Blu-Tack, and the cowl was given a light sanding to removed the faint mould lines. Both airframe and cowl were sprayed with AS-I2 Bare-Metal Silver. This was used initially as a primer as it shows up flaws, but also to create an underlying metal surface.

It was at this time that I had read the editor's review of the Iwata airbrush in Issue 13 (August 2006) and decid-

ing that I had had my trusty Badger I50 for over 10 years and it was time for a change, I took the plunge and upgraded. I bought an Iwata Eclipse HP-CS and so this was to be the first test of my new airbrush! The white (Polly S acrylic) was first applied to the undersurfaces of both airframe and cowl, and when dry, Intermediate Blue (again Polly S acrylic) was applied with a fine spray along the demarcation. Unfortunately I had no Polly S US Dark

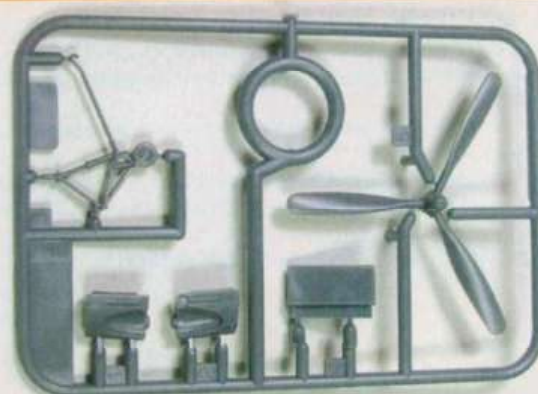
Sea Blue and found Tamiya Sea Blue slightly too greenish for my tastes so I went for a mix. I found that 85% XF-17 Sea Blue, 10% X-4 Blue and 5% XF-2 White (to add some 'scale effect') looked much better. This was applied to the top surfaces, using the same fine demarcation as before.

Once the paint was dry and using a #15 scalpel blade the white and blues were carefully scraped away thus revealing the metallic silver

STEP BY STEP GUIDE - COMPONENTS



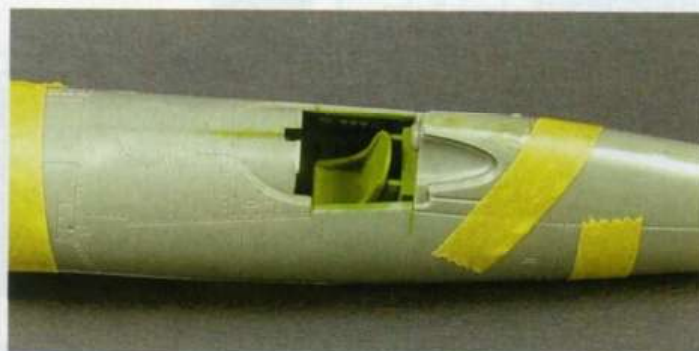
The kit sprues



Here is the extra sprue for the 'Birdcage' Corsair



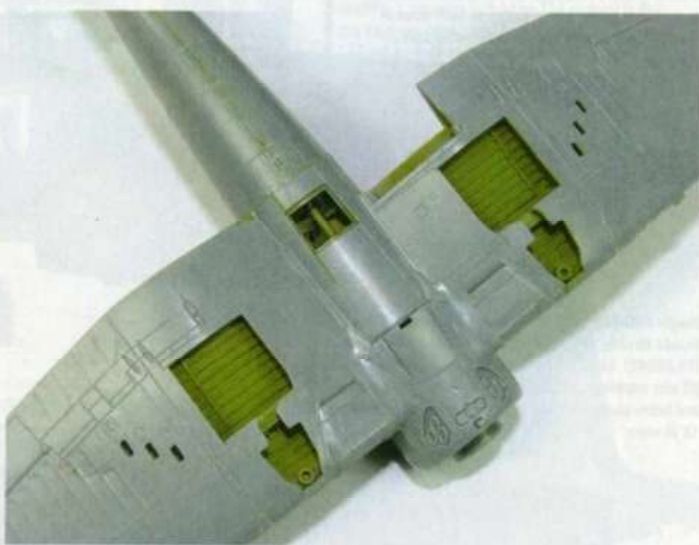
Test fitting the cockpit, fuselage and turtledeck



This photo shows the position of the seat within the cockpit



The airframe ready for spraying



The underside joins are excellent

underneath. At this stage the silver was fairly bright but the matt varnish applied later would help tone it down. Scraping was mainly done around the inboard areas of the wings, the machine gun and ammunition access panels and around the cockpit. Only light scraping is needed, as only small areas of paint need be removed, not huge flakes. You also need to take care not to scrape right through to the plastic, as this would spoil the

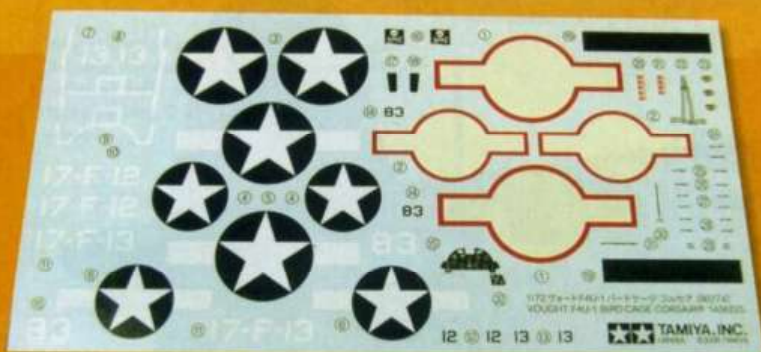
effect completely. I haven't tried this technique with enamels so cannot comment on its suitability. You can also use different metallic colours to get different tonal effects to suit your tastes and you can also vary the amount of 'chipping.'

Once the model (including the cowl) had been 'chipped' to taste, an overall coat of Tamiya Gloss Clear TS-13 was applied to achieve a glossy decal-ready surface.

These went on beautifully with the use of Gunze-Sangyo Mr Decal Setter and Mr Decal Softener, and once dry these too were 'chipped' here and there because they are painted onto the real thing and so did chip and wear. Incidentally that 'cream' backing for the national insignia worked great!

Next up was to paint and weather the propeller in exactly the same manner, along with the inboard starboard flap (which I should ideally have fitted

earlier). Another coat of the Gloss Clear (TS-13) followed and most of the panel lines were given watercolour highlights. A medium grey was used for the top-sides while a darker grey was applied over the undersurfaces. Blobs of watercolour were placed in certain areas of the underside and then 'streaked' to replicate oil staining. Some white tapes made from leftover decal were placed over the gun ports, as this was common practice.



The decal sheet: Note the creamy colour for the backings for the national insignia



The clear parts are excellent, and the 'raised' hood is included too (although not applicable here) for a future boxing of the F4U-1a?

⚠ Wear the right protective clothing when advised

Vought F4U-1 Corsair, 17-F-23, VF-17 'Jolly Rogers', USN, New Georgia, 1943. Non-Specular Blue Grey (FS.35042) upper surfaces and folding area of wing undersides; remaining undersurfaces in Light Grey (FS.36440). Code in white/black; simple US star markings in six positions



Vought F4U-1 Corsair, 17-F-13, flown by Lt James A. Halford, VF-17 'Jolly Rogers', USS Bunker Hill, August 1943. Non-Specular Sea Blue (FS.35042) and Intermediate Blue (FS.35164) with undersides in white (FS.37778); plain US national markings in six positions. 'Jolly Roger' badge on both sides of cowling, four 'victory' markings below cockpit on port side



Vought F4U-1 Corsair, '13', flown by Lt Kenneth Walsh, Munda Airstrip, August 1943. Non-Specular Blue Grey (FS.35042) /Light Grey (FS.36440) scheme. Plain US star markings on fuselage sides, those above port and below starboard wing backed by a white bar; code '13' in white



Vought F4U-1 Corsair, 'Spirit of 76', flown by Maj. Robert Owens, CO of VMF-215, USMC, Munda Airstrip, August 1943. Non-Specular Sea Blue (FS.35042)/Intermediate Blue (FS.35164)/white (FS.37778) scheme; US star markings, outlined in red, on fuselage sides, above port and below starboard wings



Vought F4U-1 Corsair, '93', VMF-214 'Black Sheep', Turtle Bay Airstrip, September 1943. Non-Specular Blue Grey (FS.35042)/Light Grey (FS.36440) scheme. US star national markings, with previous red outline overpainted, on fuselage sides, above port and below starboard wings; code in white. Note undersurfaces heavily encrusted with mud



Below: Position of wing markings on early F4U-Is finished in Non-Specular Blue Grey (FS.35042) upper surfaces



Above right: Top view of USN/USMC F4U-Is finished in Non-Specular Sea Blue (FS.35042) and Intermediate Blue (FS.35164), shown carrying the short-lived national marking bordered in red. This was used between June and September 1943. Position of later US wing marking similar

Below: Vought Corsair Mk I, JT162, -6A, No.1830 Naval Air Squadron FAA, the first unit to be formed on this type at Quonset Point in June 1943. Extra Dark Sea Grey/Dark Slate Grey/Sky with 'B' type roundels above wings, 'C' under and 'CI' on fuselage. Code '6A' in white over patched up previous identity; a common feature on FAA aircraft is the gap between letters and numerals within the serial. FAA top surface camouflage pattern is shown at left; note clipped wingtips on FAA Corsairs



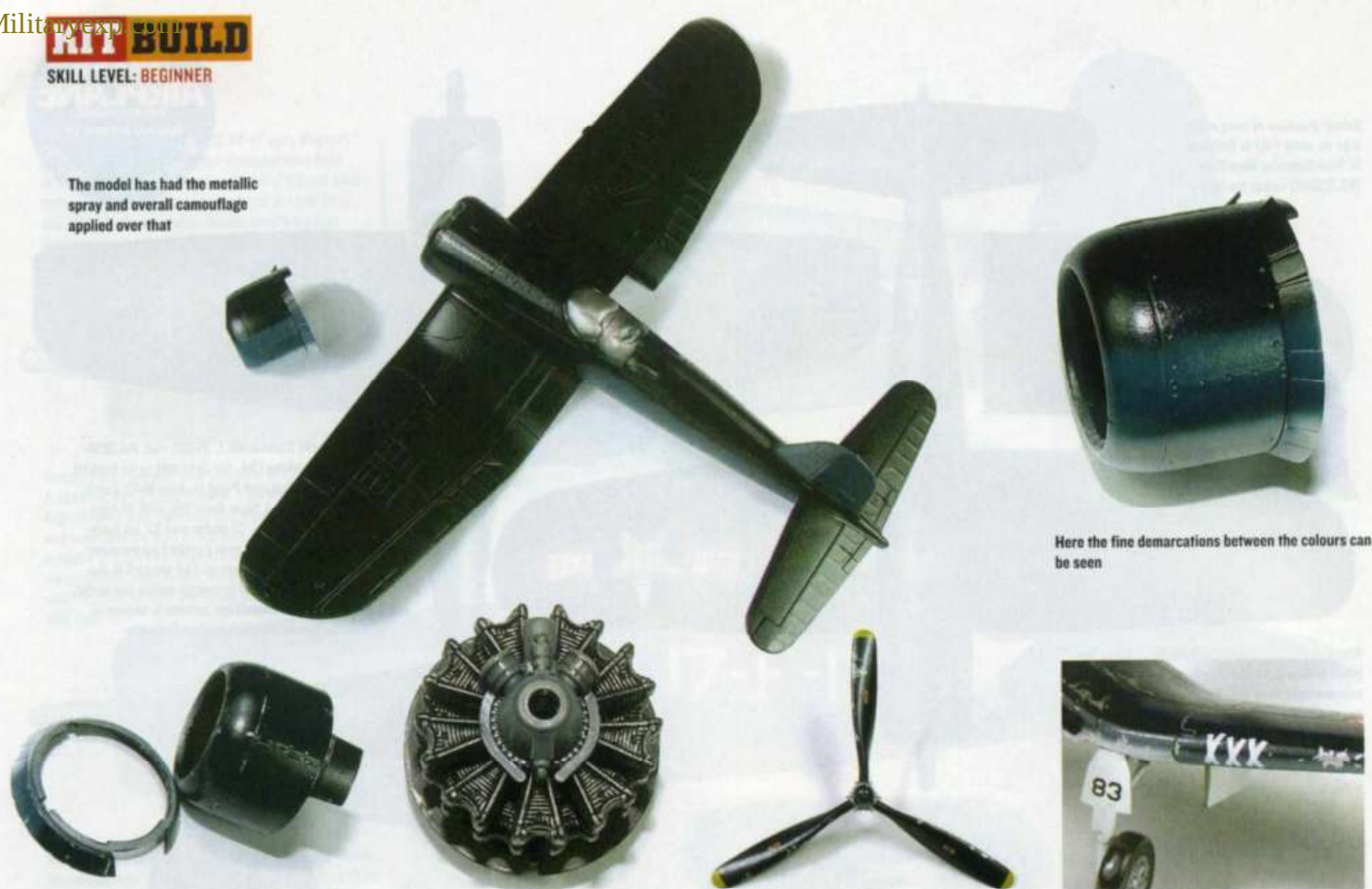
Vought Corsair Mk I, JT158, -9L, No.1834 Naval Air Squadron FAA, Quonset Point, July 1943. Extra Dark Sea Grey/Dark Slate Grey/ Sky. While having the standard camouflage pattern, the two top colours appear to have been switched around; code in Ident Red, outlined in white



Vought Corsair Mk I, JT150, -5F of No.1835 Naval Air Squadron, FAA, Brunswick Maine, September 1944. Extra Dark Sea Grey/Dark Slate Grey/Sky, with 'B' type upper wing, 'C' type underside and 'CI' fuselage roundels.



The model has had the metallic spray and overall camouflage applied over that



The cowl and cowl flap ring were 'chipped' too....

The beautifully detailed engine. All that's needed are ignition wires if so desired

The propeller suitably 'chipped'

Here the fine demarcations between the colours can be seen



Tapes made from decal were placed over the gun ports, as this was fairly commonly seen in many contemporary photos

"The instrument panel itself was painted gloss black to provide a decal-ready surface, and the decal slid into place. It settled down nicely with Gunze-Sangyo Mr Mark Softer"

To seal everything in, as watercolours are susceptible to moisture and handling, a light application of the TS-13 was applied.

FINISHING OFF

The Wright R-2800 engine is beautifully moulded with separate cylinder banks and crankcase housing. A poly cap holds the propeller in place, and is encapsulated in the crankcase housing before that part is attached. The whole engine was then sandwiched between the cowl and cowl flap ring, and the assembly fitted onto the airframe.

The undercarriage is very well detailed and although a tread pattern

is present on the main tyres it is not overdone, and can easily be sanded smooth if you so desire, as some F4U-Is did have smooth tyres. The only slight complication here is that the mainwheels are 'keyed' to the struts, and so sanding flats onto the tyres needed to be done once the all the undercarriage has been fitted.

Both long and short strut tailwheels are provided, and here two aircraft in the kit need the arrestor hook removed (while the other two retain it).

The kit aerial pole simply butt-joins in place, which isn't too secure, and so a hole was drilled into the fuselage and a piece of (shaped) brass 'Strutz' was

used instead as this is far stronger.

Now the model was nearly complete save for the clear parts, so it was given an overall coat of Polly S Matt varnish. To add some fading effect, a drop of white was added to some matt varnish and this was sprayed onto various areas, mainly around the top surfaces and fabric areas. This method works well but be very sparing with the white; use a new bottle of varnish, and add one drop at a time and keep spraying on scrap until you achieve the desired effect.

The clear parts are superbly moulded, and I opted to paint the frames freehand with Interior Green first then

with the Sea Blue mix (from earlier). The gunsight was fitted in place followed by the clear windshield and canopy parts, using Pacer Formula 560 PVA. If posed open, the canopy sits ever so slightly high, something that is caused simply by the thickness of the clear plastic.

To round off, the navigation, formation and identification lights (the red, green and orange ones on the underneath of the starboard wing) were painted in their respective 'clear' colours, then touched with a dab of Gloss Varnish, and finally the aerial wire was added from Lycra thread. ■



FINAL VERDICT

■ Overall this is a beautiful kit with superb fit, as we all expect from Tamiya. There are a number of anomalies with this kit, caused by the quirks of the Corsair itself, and these include treaded tyres, cowl flap arrangements (the F4U-I used a few varieties of cowl flap configurations), and the colours of the wheel wells being the main ones. The best guide here is to obtain a reference for the specific aircraft you're making. The only real flaw with the kit is that the seat is slightly too far forward but this can be addressed fairly easily.

Extra detail is possible, as it is with every model, but from the box (as here) this model is accurate and a joy to build.

Was it worth the money?

Not exactly cheap for a 1:72 kit (£12.99) but they don't come any better than this!



A Number 15 scalpel was used to carefully scrape away to the metallic paint underneath



Another view, this time of the starboard side, of the 'chipping'



The etched seat belts in place



A view of the weathered underside



This view shows the 'chipping' of the front of the cowl



The windscreen and canopy, and aerial in place



In this smaller scale Tamiya have opted to mould in some of the details given as separate parts in the 1:48 kit, but this has not detracted from the overall air of finesse that this little kit achieves



LITTLE ITALIAN SPORTSTER

BUILT & WRITTEN BY MIKE GRANT
FROM CANADA

From a modelling standpoint the Fiat CR.32 has not been particularly well served, especially for such an advanced fighter and one so archetypally Italian. In injection plastic the only two kits I know of were the Supermodel release in 1:72 and the SMER 1:48 model – until Classic Airframes released theirs. In fact these latest Classic Airframes kits are re-releases, albeit much updated and improved from their original form.

THE KIT

There are probably very few readers of this magazine who aren't familiar with Classic Airframes kits and what to expect. Short-run moulding technology results in thicker sprues and slightly softer detail than one might expect from a mainstream kit, but off-setting this is the inclusion of some beautiful resin components and photo-etch parts, not to mention the kind of subjects that would have seemed impossible a few years ago. The kits have been produced in the Czech Republic, consequently anyone familiar with recent products from the MPM stable will feel right at home with this model.

The flying surfaces (both wings and tailplanes) are retained from the original release, but the fuselage and

all other parts are brand new toolings. There is only minor disparity between the surface quality of the old and new, which is negated completely under a coat of paint. The fuselage halves, undercarriage and struts are extremely well done, but do require extra care when removing them from the thick sprue gates. A detailed interior is a must for an open-cockpit aircraft, and Classic don't disappoint with exquisite resin sidewalls, floor and seat, complemented by two frets of photo-etch, one of them pre-painted. But the highlight of the heap of resin goodies has to be the nose; the radiator fins have to be the finest resin castings I think I've seen. So fine that great care must be taken to avoid breaking them off during the build.

REFERENCE

Before building this kit I'd recommend getting hold of Ali D'Italia 4: Fiat CR 32, it was virtually indispensable in the building of this kit. There are some great cockpit shots, lots of in-action photographs, colour profiles and perhaps most useful of all, 1:48 and 1:72 scale plans. These are useful for checking the shapes of the kit parts (they match almost perfectly) but more importantly for aligning the wings and struts. There are only the vaguest of alignment indicators on the kit components so the drawings are essential.

COCKPIT

After washing all of the resin parts, I began the cockpit by thinning down the sidewalls with sandpaper. These

need to be almost paper-thin to avoid a step between them and the fuselage interior, but alas I went too far, sanding right through them and breaking off a couple of details. Nothing that couldn't be repaired later though, so I proceeded to spray them Grigio Azzurro Chiaro FS 36307, a grey-green colour. I decided to lighten it quite a bit as I felt the detail would disappear in the shadows. After painting the various details I sprayed all the parts with a few coats of Future and proceeded to apply a thin oil-wash. Unfortunately my previous airbrush work was awful, resulting in a gritty texture to the paint. Instead of running freely into all the recesses, the wash simply soaked into the surface or dispersed in tiny rivulets. Faced with the prospect of somehow removing the

YOU WILL NEED...

- Cyanoacrylate cement
- Tamiya Extra Thin Cement
- Tweezers
- Tamiya masking tape
- Tamiya Putty
- Razor saw
- Sanding sticks
- Wet 'n' Dry abrasive paper
- Stainless steel wire (for rigging)
- Microscale Micro Set/Micro Sol decal solutions
- Future (Klear)

Paints Used:

ModelMaster acrylic:
Light Ghost Grey FS 36375

Pollyscale acrylic:
US Desert Storm Sand

Tamiya acrylics:
XF-2 Flat White
XF-52 Flat Earth
XF-57 Buff
Fine Surface Primer (White)

Vallejo acrylics:
Black
Panzer Grey

Xtracrylix acrylics:
XAIII3 Faded Olive Drab
XAIO32 Desert Pink

Dimensions

Span - 31ft 2 1/4in (9.50m)
Length - 24ft 6in (7.47m)
Height - 7ft 9in (2.36m)

Dimensions - 1:48

Span - 197.9mm
Length - 155.6mm
Height - 49.2mm





MODEL INFO

SPEC: Classic Airframes 1:48 Fiat CR.32
'Regia Aeronautica'

KIT NO.: 4108 **MATERIALS:** IM, R, PE

AVAILABILITY: Hannants (UK Importer) and
Classic Airframes stockists worldwide

PRICE GUIDE: £29.95

"There is only minor disparity between the surface quality of the old and new, which is negated completely under a coat of paint. The fuselage halves, undercarriage and struts are extremely well done, but do require extra care when removing them from the thick sprue gates"

ALSO RECOMMENDED...

References

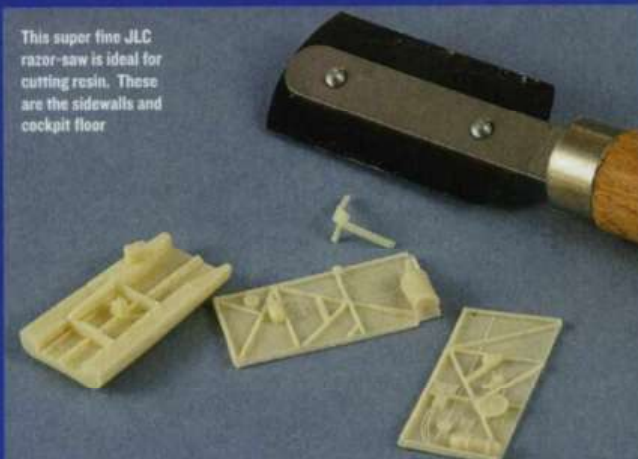
- Fiat CR.32, Ali d'Italia No.4 by G. Apostolo (La Bancarella Aeronautica, 1996)
- Fiat CR.32, Italian Wings (CD-Rom 1999)
- Fiat CR.32 by G. Cattaneo, Profile No.22 (Profile Publications 1965)
- Fiat CR.32/CR.42 In Action No.172, by G. Punka (Squadron/Signal Publications 2000)
- Model Airplane International Vol.2 Issue 15, October 2006
- Regia Aeronautica Vol.1 by C. Shores (Squadron/Signal Publications)
- Replic No.84 (August 1998)



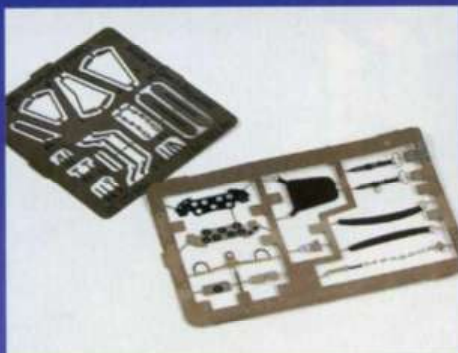
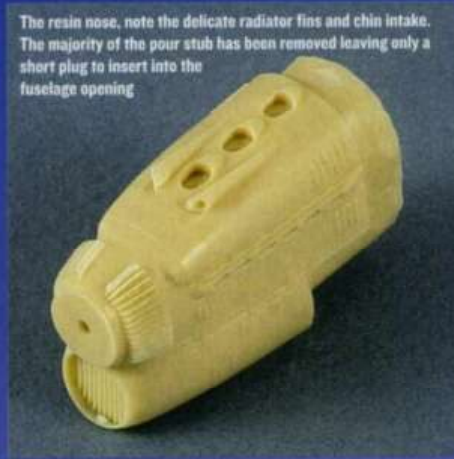
⚠ Wear the right protective clothing when advised

STAGE-BY-STAGE - COMPONENTS

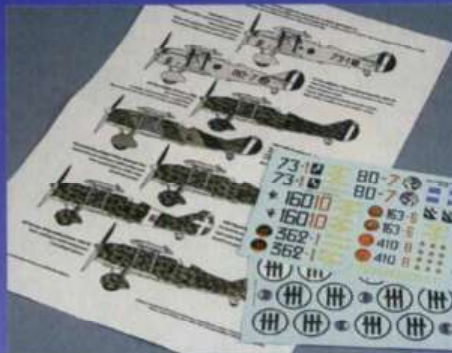
This super fine JLC razor-saw is ideal for cutting resin. These are the sidewalls and cockpit floor



The resin nose, note the delicate radiator fins and chin intake. The majority of the pour stub has been removed leaving only a short plug to insert into the fuselage opening



They're tiny, but the two photo-etch frets contain a lot of fine details. All of the pre-painted parts go into the cockpit



Aftermarket decals by Chris Bushbridge are superbly printed by Cartograf, and apply beautifully. The painting instructions are minimal though and require additional references



The kit decal sheet is quite extensive and well-produced by Microscale. Although it contains tricolour decals for the rudder, I masked and painted mine

"The upper wing is the only part of the kit that I feel is inaccurate. Comparing it with the plans, the plan-form looks virtually spot-on, but viewing the wing from the front reveals an excessive amount of dihedral. Double-checking against photographs confirmed that the CR.32 wing was almost, though not quite, straight"

← wash and paint from the already-damaged parts, I made the executive decision to scratchbuild the interior instead. Let me say this was through no fault of the kit whatsoever, more a consequence of my bungled painting technique. Once I'd started with the plastic card and stretched sprue, I actually quite enjoyed the process, and it certainly helped to have the resin parts as masters from which to measure. I was a bit more attentive to the paint/thinner/psi ratios this time and once happy with the finish I applied the wash successfully

and began to install the cockpit in the fuselage. The seat has a uniquely Italian harness that looks decidedly medieval, and this has to be assembled from several photo-etch straps and chains. The instruction diagrams would all benefit from being reproduced at a larger size, especially the picture illustrating the harness, as I just couldn't figure out how it all went together, and my reference book showed a cockpit without the harness installed. I gave it my best guess and moved on to the instrument panel. This is a very nice pre-painted, two-part

photo-etch assembly but unfortunately doesn't come close to fitting where it's supposed too. Some extensive grinding of the inside fuselage halves with a Dremel and a bit of trimming of the metal parts finally got it into position.

FUSELAGE & WINGS

With the cockpit assembly in position the fuselage halves were glued together. The rudder was sawn off to be replaced with the much nicer resin part supplied, while holes were drilled in the tail to accept the resin tailplanes.

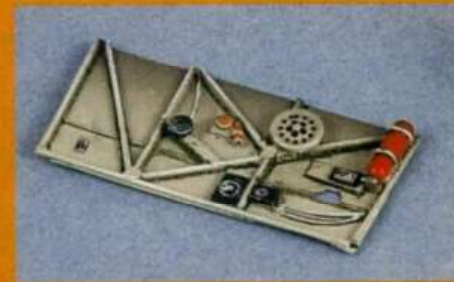
At this point it's time to deal with the resin nose. It comes with a very large casting block, most of which I sawed off leaving a 3-4mm plug to help anchor the nose into the fuselage aperture. Initially I was quite alarmed by the poor fit, as I couldn't get the nose in, but after attacking the fuselage inners with the Dremel again I eventually thinned it down enough to accept the resin part. Even so a fair amount of superglue and filler are needed to fair it in smoothly, a task not made easier by the profusion of grilles, intakes and the finely

STAGE-BY-STAGE - INTERIOR

After a good scrub in soapy water, the resin cockpit components are taped to the back of an old business card, ready to be airbrushed the overall interior grey



Oh dear, not quite what I'd anticipated! Because my airbrushed paintwork had a slightly pebbled texture, the oil-wash refused to run freely into the recesses and simply soaked into the surface instead. Although it's doubtful if it would be seen once installed in the fuselage, I was unhappy with the overall look and decided to scratchbuild a replacement cockpit





Only the wings are used from this sprue, which dates back to the original CR.32 release from Classic Airframes. The tailplanes are replaced by resin items and updated undercarriage parts are included on the new sprue, with separate wheels and spats



All of the various struts are included on this newly-tooled sprue. The part numbers aren't moulded onto the sprue but they are keyed to a diagram in the instruction booklet. It's important to keep track of the part numbers as each strut is slightly different in length and orientation



I found the Ali D'Italia volume an absolute must for building this kit, especially when it came to the alignment of the wings and struts. The book is written in Italian and English



Overall accuracy of the kit compared to the book's drawings is impressive. The rudder has yet to be removed; a more accurately shaped resin part is provided



moulded exhausts.

The stubby lower wings butt join to the fuselage. Normally I'd drill holes and add a couple of pins for stability but the CR.32's wings are so short and light-weight I didn't feel it necessary. Only a tiny smear of filler was necessary at the wing roots.

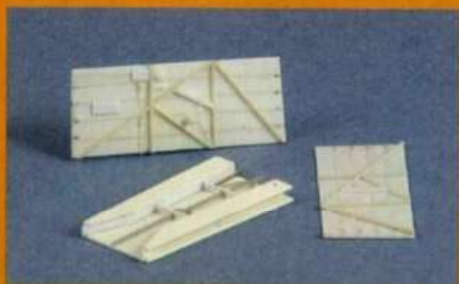
The upper wing is the only part of the kit that I feel is inaccurate. Comparing it with the plans, the plan-form looks virtually spot-on, but viewing the wing from the front reveals an excessive amount of dihedral. Double-checking against photographs confirmed that the CR.32 wing was almost, though not quite, straight. Whilst the decision to straighten the wing improved the finished model's looks, it did lead to some problems later on...

To flatten out the kit part I sandwiched it between two ceramic tiles left over from a recent bathroom renovation, clipped them together with bulldog clips and immersed it in a bowl of boiling water. After about a minute I removed it (carefully!) and then plunged it into a bowl of cold water. Amazingly it worked perfectly and the wing didn't immediately spring back into its original shape, as I half expected.

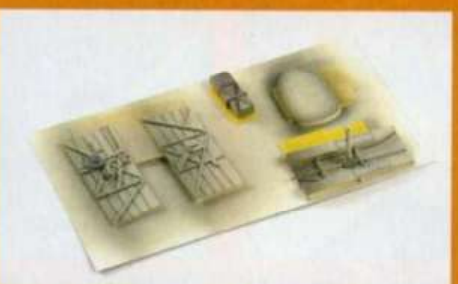
PRIMING & PAINTING

As with most biplanes, painting and finishing need to be carried out before the struts and upper wing are added, so an initial coat of Tamiya Superfine White Primer was sprayed directly from the spray-can, the cockpit aperture having first been plugged with a lump of Blu-Tack. The primer goes on very wet from the can, but miraculously levels out within minutes and dries rock-hard to give the best (and fastest) white finish I've ever achieved! It looked so good I contemplated doing an ambulance version.

The scheme in which I'd chosen to finish the model was the personal plane of Colonnello Grandinetti, commander of 4° Stormo. The markings are on the kit decal sheet, but they're also on the Chris Busbridge aftermarket sheet that I'd bought, which offers slightly crisper



How we used to do it before resin and photo-etch were available! Plasticard and stretched sprue form the basics, although I did salvage some of the smaller parts from the resin pieces



I get through a lot of business cards. The new parts after spraying and ready for some detail painting. I airbrushed a slightly darker shade of grey at the base of each sidewall to increase the perception of depth and shadow



Once painted, washed and drybrushed I was much happier with the new parts and glued them into place. Only minor trimming of the floor was required to fit everything in



printing and some different options to the kit sheet. There's also an excellent side-view photograph of the aircraft in the *Ali d'Italia* book. Unfortunately neither the colour diagram in the kit instruction sheet or the aftermarket set seem to correspond with the photograph, both drawings apparently based on the same original source. Using Stormo's colour guide I decided on Grigio Mimetico (grey) as the undersurface colour and Giallo Mimetico I (sand),

Verde Mimetico I (Green) and Marrone Mimetico I (brown) as the three upper-surface colours. The photograph showed only the starboard side of the aircraft so I had to deduce the pattern on the opposite side. I make no claims to its being accurate, more of a guesstimation.

The actual colour chips on the site were used as a basis but I lightened all the colours significantly to compensate for scale colour and the bleaching effects of the sun. The front section of

the nose is clearly much darker in the photograph but again, neither instruction sheet illustrates this. After posting an enquiry on Stormo's forum I decided dark grey was as likely a colour as any and painted this section accordingly.

DECALS

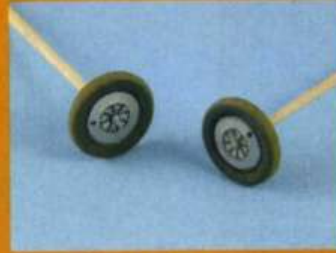
After a few coats of Future, the surface was glossy enough to apply the decals. The wing roundels are better printed and more accurate on the Chris

Busbridge sheet, but after applying them I thought they looked a tad small. The other markings came from Chris's sheet, except for the serial beneath the tailplanes. The photo shows this to have a black outline, which is accurately depicted on the kit decals, so I used this. It was only when I was applying this that I read the actual wording on the serial, and discovered this particular plane was a Fiat CR.32bis, a different variant to

STAGE-BY-STAGE - PAINT & DECALS



Painting is ready to begin in earnest, so a coat of Tamiya white Fine Surface Primer was applied directly from the rattle can.



There's some nice detail on the wheels, but if the spats are used, virtually nothing but the tyre can be seen. Nevertheless, I feel better knowing that it's there even if it can't be seen. And some CR.32s did operate without the spats



Slicing small resin parts from their pouring-blocks is always fraught with the danger of the tiny pieces being flung into oblivion. Cutting inside a plastic bag prevents this

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

STAGE-BY-STAGE - CONSTRUCTION



Before... The kit wing as supplied exhibits excessive dihedral compared to photographs and scale plans.



... and after. The central fuel tank prevents the wing being totally flattened and retains just enough dihedral to be accurate



Looking like a new breakfast snack, this is the upper wing sandwiched between two ceramic tiles, ready for immersion in boiling water. In keeping with the subject matter I used only the finest Italian bathroom tiles



A test fit of the nose after much grinding of the inside fuselage halves. It does require a lot of fiddling but eventually can be made to fit quite well, although some filling and sanding is inevitable



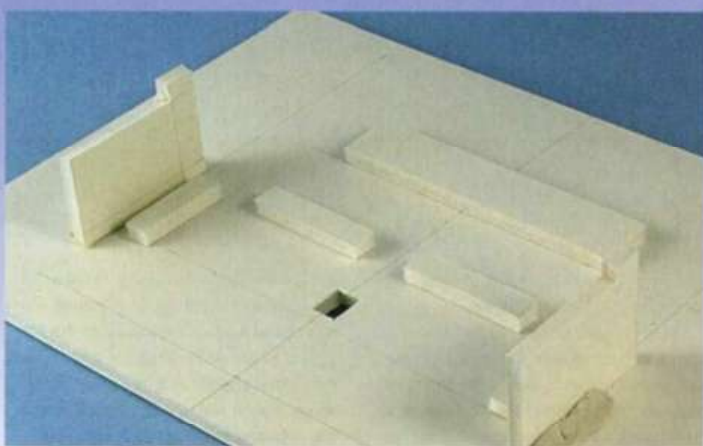
Be sure to check alignment of the resin nose with the aircraft's centre-line at all stages before applying the superglue



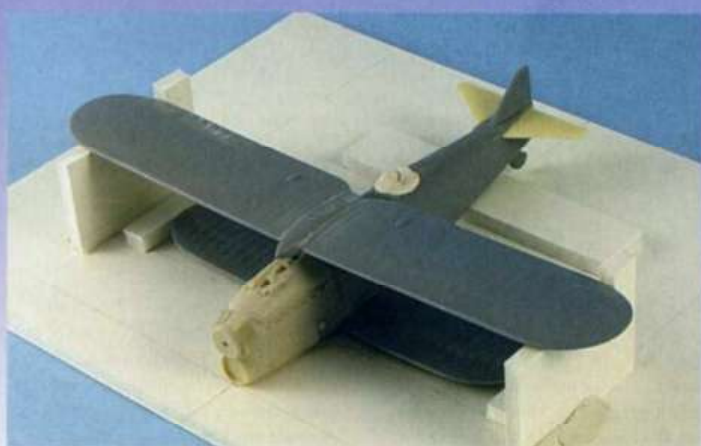
After sanding, priming and more of the same the nose fits smoothly into the fuselage. I've also rescribed the panel lines on the upper cowling where sanding had erased them



Fiat CR.32s were quite often parked with elevators raised or lowered, and CA thoughtfully provide two-part assemblies to enable this. Holes must be drilled at the base of the fin to accept the lugs, although a few of mine snapped off anyway



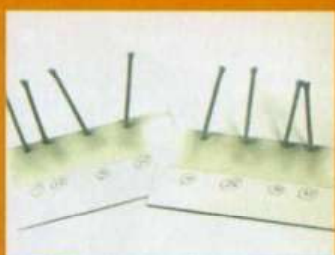
The jig is made from foam-core, measurements having been taken from the scale plans to ensure the correct height between the upper and lower wings, and the correct angle for the struts. Foam-core (as its name suggests) has a core of Styrofoam so pins can be used as additional anchors



I looked at various references for the camouflage pattern, some of them conflicting. In the end I used elements from several to achieve a pattern that I felt corresponded with the black and white photograph of the actual plane I was building



With the undersides having been painted grey and masked off, the initial sand coat can be sprayed. A blob of Blu-Tack (or a North American equivalent in my case) is plugged into the cockpit aperture



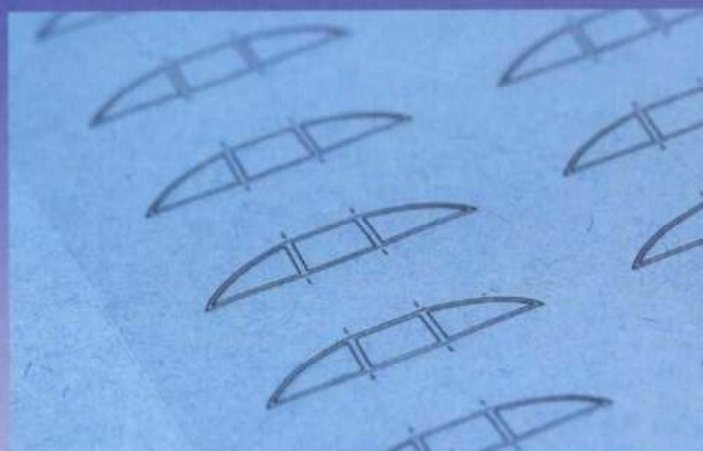
While other paintwork is drying the struts can be painted, here affixed to the card with double-sided tape. Keeping track of the part numbers is essential

⚠ Wear the right protective clothing when advised

STAGE-BY-STAGE - FINAL DETAILS



Some light weathering has been applied, keeping in mind that this was a squadron leader's aircraft and would have been fairly clean; certainly the photograph bears that out. With the majority of painting complete, the fuselage assembly and upper wing can be positioned on the jig. Elastic bands hold the parts in place. For the fuselage it was necessary to cut them, thread them through drilled holes and tie the elastics underneath the jig.



The kit windscreen is too thick to fit properly around the over-scale cockpit coaming. Fortunately it's a fairly straightforward shape to recreate from acetate. I drew up artwork on the computer and printed it onto OHP transparency material, with a few spares. This was then masked, painted, folded and glued carefully in position with a thin smear of Future.



I'm not sure what the circular object behind the cockpit is, but it shows up in several photos of the aircraft so I made one from plastic card discs, created using a punch-and-die set.

the kit! There's no mention of this in either the kit, the aftermarket sheet or even the photograph caption, but it's clearly there on the serial. It was much too late in the build process to change schemes, so at some point in the future I'll have to get hold of some wing guns for my kit.

ADDING THE UPPER WING

Here's where it got tricky. Firstly, a jig of some kind is essential because of the complex nature of the interplane struts. I made mine from foam-core, a super lightweight but very rigid board available from graphics stockists, using the Ali d'Italia plans to ascertain the correct positions for the fuselage, lower and upper wings.

The model was held firmly but temporarily in place with elastic bands.

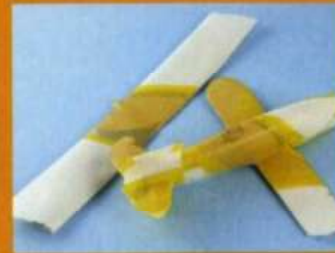
I'd previously drilled holes in the wing and added small wire pins to the struts, but when I began to locate the struts in their correct position they didn't seem to fit, in some cases being almost 3mm too short. Only then did it dawn on me that by flattening the upper wing I'd shifted

the location positions. I was faced with the choice of lengthening the struts – not as easy as it sounds because of the fairings at either end – or gluing them where they fitted and filling in the holes in the wings. I went with the latter option, and the subsequent paint touch-ups. The result is I have an accurate upper wing, but inaccurate placement of the struts.

STAGE-BY-STAGE - PAINT & DECALS



After application of the green, it's beginning to look like the plane I'd envisaged. Although the colours were based on actual Regia Aeronautica paint swatches, I took extensive liberties with the concept of scale colour, sun bleaching and the tonal values of the photograph to achieve a harmony of colours that I was pleased with. Small amounts of the base sand were mixed in with the green and brown to unify the three camouflage colours.



It's not pretty, but it saves on Tamiya masking tape. Pieces of paper blank out large areas from overspray, prior to airbrushing the brown.



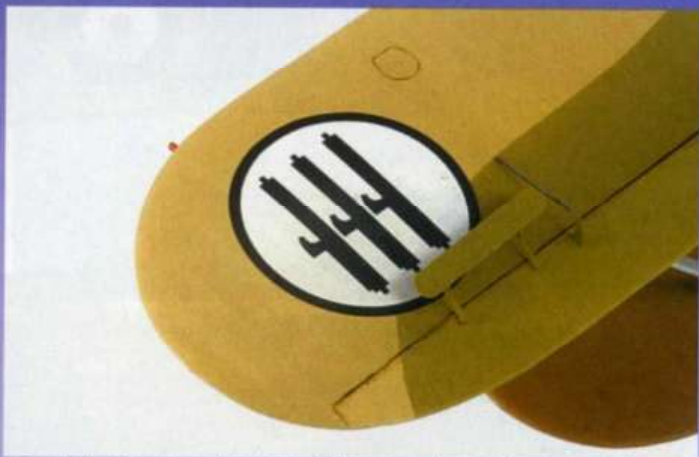
The three-colour camouflage scheme after all the masking has been removed.

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



Small holes have been drilled in the wings and tiny wire locators installed at each end of the struts. As the article explains though, it didn't quite work out as planned...

"I decided on Grigio Mimetico (grey) as the undersurface colour and Giallo Mimetico 1 (sand), Verde Mimetico 1 (Green) and Marrone Mimetico 1 (brown) as the three uppersurface colours"



The bench aileron-tabs are supplied as photo-etch items, as are the control horns and cables. Not supplied are the wing lights, which I made from stretched clear sprue and inserted into holes drilled into the leading edge

FINAL DETAILS

Because of the oversize cockpit coaming, the windscreen as supplied doesn't fit where it should. It's not too onerous a task to make a new one from folded acetate. The propeller has separate blades that must be inserted into holes drilled in the spinner, so careful attention must be paid to align-

ing them correctly. The prop blades are polished metal on their front faces, and matt black on the rear. The CR.32 had minimal rigging and these wires were added from stainless steel wire. Other scratchbuilt details included the navigation lights on the wing and the pitot tubes on the struts from stretched sprue. ■

FINAL VERDICT

■ Most of the problems I had with this build were of my own making – the kit itself is very, very nice. Apart from the dihedral issue the model is extremely accurate, well produced and the resin detail parts are gorgeous. It would be unrealistic to expect a short-run biplane kit to assemble without problems, but they're the kind of challenges that make the resulting build so much more satisfying than a fall-together über-kit.

Was it worth the effort?

Without question!



The remaining tape on the fin masks off the previously painted green of the tricolour



After several coats of Future to achieve a hard gloss finish, the decals can be applied, paying careful attention to the orientation of the national markings and badges



HISTORICAL FEATURE

HAWKER HURRICANE

Hawker Hurricane Mk I, N2673, No.418 Flight, Hal Far. One of the first batch of Hurricanes flown to Malta from HMS Argus on 30th July, 1940 by Flt Lt A.J. Trumble. Dark Earth/Dark Green upper surfaces with white/Night undersides. Note yellow surround to roundel under port wing only



Hawker Hurricane Mk I, P3733, No.418 Flight, ferried to Malta on board HMS Argus, 1st August, 1940. Dark Earth/Mid Stone/Duck-Egg Blue scheme with black serial; 'A' type roundel on fuselage surrounded by thin yellow outline. Blue/white/red fin with 'B' type roundels above wings and 'A' type below; black spinner



Hawker Hurricane Mk I, P3731, •J, Fighter Flight Hal Far, Malta, August 1940. One of the first tropicalised machines to arrive in Malta, flown by Flt Off 'Jock' Barber. Dark Earth/Midstone/Azure Blue scheme. Unusual proportions of fuselage roundel and fin flash, the latter covering all the fin area



Hawker Hurricane Mk I, V7474, •A, No.261 Squadron, Luqa, early 1941. Flown to Malta from HMS Argus by Flt Lt J.A.F. MacLachlan on 17th November 1940. MacLachlan (DFC) was to become one of Malta's major aces, with eight victories. Dark Earth/Dark Green upper surfaces; undersides most probably in Duck Egg Blue. Red spinner and Medium Sea Grey code 'A'



Hawker Hurricane Mk I, N2622, •B, flown by Flt Off 'Jock' Barber, No.261 Squadron, early 1941. Dark Earth/Dark Green upper surfaces with White/Night undersides; standard national markings. Red spinner and below front section of nose; code in Medium Sea Grey, serial in black



HURRICANES IN MALTA'S DEFENCE

To mark the 12th anniversary of Richard A. Franks and Richard J. Caruana's collaboration, we take a new look at the subject of their very first published article

At the time of the serious opening shots of the Battle of Britain, the Royal Air Force (RAF), barely prepared for an air conflict of such importance, needed every single fighter aircraft available if Britain was to survive. Even though the Hurricane Mk I was on the brink of retirement it would eventually be the type that bore the brunt of that Battle. However, fighter aircraft were badly needed elsewhere and Malta was no exception. On Italy's declaration of war against the Allies on 10th June 1940, the Island's only fighter aircraft defence was made up of a small group of Gloster Sea Gladiators, hardly adequate in fighting off a much better equipped Regia Aeronautica, not to mention the later intervention of the Luftwaffe. No Spitfires would be available for service outside Britain for nearly two more years; until then, it was the Hurricane that had to come to Malta's defence.

The first pair of Hurricanes arrived at Malta early on 21st June 1940 accompanied by a Hudson flown by Fg Off. G.V.W. Davies; another pair landed at 13:00, accompanied by three Blenheims. These aircraft were en-route to Alexandria from Medjez, in Tunisia, and formed a small part of the whole delivery, which actually consisted of eight aircraft. Two more arrived in the afternoon and the last pair, which had experienced considerable technical problems, arrived after sunset. Two Hurricanes were damaged by adventures encountered in Tunisia; the one flown by Plt Off. R.H. Barber had to be fitted with a makeshift tailskid when the original tailwheel was lost at Marignane.

The sight of eight Hurricane Mk Is alongside the aging Gloster Sea Gladiators was too tempting for Air Commodore Maynard, and his intervention with Air Chief Marshal Sir Arthur Longmore, Air Officer Commander-in-Chief Middle East, to keep some of them on the Island was accepted. Five were detailed to stay on, consisting of Hurricanes P2614, 2623, 2629, 2645 and 2653 together with their pilots: Fg Off. Taylor, Plt Off. Barber, Plt Off. A.G. McAdam, Plt Off. Balmforth and Plt Off. W.R.C. Sugden. The Hudson, crewed by Fg Off. Davies and Flt Lt Cooper, was also kept at Malta and was to be used for a number of reconnaissance flights.

These aircraft boosted the island's morale and contributed towards alleviating the Gladiators' burden. However it was a Gladiator that scored the first victory for Malta's defenders on 22nd June. Six days later Fighter Flight Malta (as the combined Sea Gladiator/Hurricane unit became known) moved from Hal Far to Luqa, a newly constructed airfield with three paved runways.

Ironically, the Hurricane – intended to replace the biplanes in RAF service – received its baptism of fire over Malta facing the Fiat CR.42. The agile Italian biplane was no easy target, however. On 3rd July, a Hurricane flown by Fg Off. Waters chased and shot a Savoia Marchetti SM.79 only to be hit by an escorting CR.42. Waters crash landed his aircraft, writing it off, without sustaining serious injury. The following day a formidable force of Fiat CR.42s from Comiso (Sicily) performed an all-out effort to wipe out the small defensive force on the ground. Their spectacular low level strafing of Hal Far, however, only resulted in damaging a pair of Swordfish.

On 7th July, during a raid on the dock area by S.79s escorted by CR.42s, Woods managed to shoot down a bomber from 233^a Squadriglia. Three days later Woods brought down another SM.79 in flames whilst Hartley managed to seriously damage another, which barely made it back to base.

On 18th July Flt Lt Burges and Flt Lt Keeble met a very strong force of CR.42s. Keeble (flying P2632) was hit and crashed to his death a hundred metres away from the wreckage of a CR.42 that he had shot down a few moments earlier, claiming the life of its pilot, Ten Mario Benedetti. This was the loss of Malta's first pilot. By that time the Hurricanes were showing signs of weariness; no spares for these aircraft were available on the island and their condition deteriorated daily. It became imperative to send more Hurricanes to Malta.

OPERATION 'HURRY'

The delivery of the first twelve Hurricanes specially destined for Malta bore enormous significance. It indicated a change of policy at the War Office after a half-hearted start; the Chiefs of Staff now considered the Island vital in the fight for supremacy of the Mediterranean,



Operation Railway I: the scene aboard HMS Ark Royal as Hurricanes of No.249 Squadron are ferried to Malta. The final lap to Ta' Qali was flown off the carrier at extreme range (R.J. Caruana Archives)



Detail of Malta's Hurricane which is finished in the markings of HA-E, 'Death Warmend Up', flown by Plt Off Bill Hollis Hallett, No.261 Squadron, 1941. Rebuilt from the wreckage of Z3055 retrieved from the sea, it is now nearing completion at Malta Aviation Museum, Ta' Qali (R.J. Caruana)

especially in cutting off Axis supplies from Europe – particularly Southern Italy and Sicily – to North Africa. Operation Hurry's importance was such that it was shrouded in great secrecy. Flt Lt A.J. Trumble recounts the events:

"On 18th July [1940] I was instructed to report at Abbotsinch, in Scotland, from Duxford where I was stationed flying Defiants with No.264 Squadron. On arrival I found that there were a number of RAF officers from other units in Fighter Command. The one common denominator was that we had all served in the Fleet Air Arm; we concluded that the mission was concerned with carrier operations.

"The next day 12 Hurricanes were delivered to us, they were painted in desert camouflage and had tropical filters and air cleaners. We surmised that our destination was East of Gibraltar. I had not flown the Hurricane before so I had a 20-minute familiarisation flight on 20th July. On 21st July the aircraft

were carried by lighter to the docks and craned aboard the small aircraft carrier [HMS] Argus which was lying in dry dock. On the next day the Argus sailed down the Clyde to Greenock where we met up with our escorts, still not knowing where we were heading for. On board we were given the designation of No.418 Flight.

"We arrived at Gibraltar at the end of July where we learned that our destination was Malta. We were also told that after delivering the Hurricanes we would be returned to UK by Sunderland. On 2nd August we were to fly off Argus at extreme range from Malta at dawn with a Fleet Air Arm Skua, flown by Sgt H. Ayre and Capt K.L. Ford, as navigational escort. [A second escort Skua was flown by Fg Off. F.O. Bradbury with Sub Lt W.R. Nowell.]

"On the night of 30th July Argus left Gib, later to be joined by Admiral Somerville's Force H, in all a fantas-

HAWKER HURRICANE

Hawker Hurricane Mk IIb, HA-E (serial unknown), 'Death Warmed Up', flown by Plt Off. Bill Hollis Hallett, No.261 Squadron, 1941. Typical Battle of Britain aircraft finish of Dark Earth/Dark Green/Sky with black spinner and Medium Sea Grey codes



Upper surfaces of Hurricane Mk I in 'A' scheme pattern of Dark Earth/Dark Green applied to odd-serialled aircraft

Upper surfaces of Hurricane Mk I in 'B' scheme pattern of Dark Earth/Dark Green usually applied to even-serialled aircraft. Note that there are known examples with inverted colours in both schemes

Hawker Hurricane Mk IIc, Z3580, 'XJ' of No.249 Squadron, Ta' Qali. Dark Earth/Mid Stone/Azure Blue scheme with red spinner and Medium Sea Grey codes. This aircraft was flown to Malta from HMS Ark Royal on 27th June 1941, and was later used passed on to the Malta Night Fighter Unit



Hawker Hurricane Mk IIc, Z3515, 'O' of No.261 Squadron, Ta' Qali, 1941. Dark Earth/Mid Stone/Azure Blue scheme with red spinner and Medium Sea Grey code. Patch on rudder is red dope



Hawker Hurricane Mk IIb, BG753, V-UP, No.605 Squadron. Dark Earth/Mid Stone/Azure Blue scheme with Night spinner and white codes. Although it is an odd-serialled machine it is painted in a 'B' pattern. Flown from HMS Argus to Malta on 12th November 1941



Hawker Hurricane Mk IIb, BG727 of the Malta Night Fighter Unit, September 1941. Night overall, with 'B' type roundels in six positions; fin flash retains the white segment. Serials in white



Hawker Hurricane Mk IIA, Z2491, HA-D, flown by Sgt W.D. Greenhalgh, No.126 Squadron, belly-landed at Comiso (Sicily) on 24th November 1941. Dark Earth/Dark Green/Sky finish; Medium Sea Grey codes and serial. Standard national markings (no roundels below wings)



Hawker Hurricane Mk IIc, BE402, LE-S, No.242 Squadron, late 1941. Dark Earth/Mid-Stone/Azure Blue finish with black spinner and serial; codes in white. Standard national markings



Hawker Hurricane Mk I, V7101, No.69 Squadron, Luqa, Malta, 1941. This stripped down aircraft used for recon purposes was repainted PRU Blue overall except for fin and rudder, which are either in the previous scheme or have been replaced from another machine; standard markings in all positions. Black serial and spinner



HAWKER HURRICANE

tic concentration of sea power and a certain amount of airpower since we included HMS Ark Royal. We flew off at a point 80 miles west of Gelite Island, about 430 miles from Malta. I flew Hurricane N2673 and the flight in formation took 2hrs 50mins landing at Luqa, all aircraft arriving safely but with very little fuel. The final aircraft flown by Sgt Robertson was damaged on landing.

"On arrival we were met by the Station Commander Luqa, Wg Cdr R.C. Jones, and the Air Officer Commanding, Malta, Air Commodore Maynard. After the welcome came the bombshell that we were to stay on as Malta was short of fighter pilots".

The Flight absorbed the remaining Gladiators and formed No.261 Squadron under the command of Sqn Ldr D.W. Balden on 16th August. 'A Flight' was under the command of A.J. Trumble while 'B Flight' fell under the command of Flt Lt J. Greenhalgh.

'Operation White', a second consignment of Hurricanes on 17th August, ended in tragedy as only four of the twelve aircraft arrived; the others had to ditch at sea as they ran out of fuel. An inquiry that followed laid the blame for the loss on the pilots while a more creditable version would have been that someone had badly misjudged the Hurricane's true ferry range.

INTO ACTION

The new arrivals were declared operational on 3rd August, but it was on the 13th that they saw any real action. Italian Ju 87s (Picchiarelli) performed their first attack on Malta on 4th September, although it was on the 17th that the Hurricanes scored against this type. Barber took off with two other Hurricanes and pressed home an attack against a Ju 87 from 236th Squadriglia, which he later saw crashing into the sea near Filfla. Woods shot down an escorting CR.42, whose pilot managed to bale out safely.

By the end of that year the RAF's fighter strength at Malta consisted of about 16 Hurricanes of No.261 Squadron together with four surviving Sea Gladiators. The desultory attacks by the Regia Aeronautica against the airfields (Luqa, Ta' Qali, Hal Far) and the dock area proved unable to check the convoys that reinforced Malta between September and November. This situation changed dramatically with the Luftwaffe's arrival in Sicily towards the end of December, as Fliegerkorps X under the command of General der Flieger Hans Geisler arrived in Sicily for operations against Malta.

On 6th January 1941 'Operation Excess' left Gibraltar under Force H with three supply ships for Greece and one for Malta. The convoy and escort came under heavy attack the following day. HMS Illustrious became the prime target and was hit several times until she entered Grand Harbour at 18:00 of 10th January with 126 of her crew dead and 91 badly wounded. After a lull of six days, all hell broke loose

on 16th January when the Luftwaffe returned to finish Illustrious in Malta's dockyard. The Hurricanes were sent to intercept the Ju 87s and Ju 88s, five of which fell to the combined action of the defending fighters and anti-aircraft gunners. During the following days attacks increased in ferocity, reaching their height three days later, although bombing continued until the carrier left Malta on the night of the 23rd.

Hurricanes of No.261 Squadron were at times assisted by seven Fulmars from Illustrious (No.860 Sqdn) which had been flown to Malta when the carrier was still at sea. Notwithstanding the heavy Luftwaffe losses, the Hurricanes and Gladiators remained unscathed. However, they were to become easy prey to the Messerschmitts Bf 109 of 7/JG 26 commanded by Oblt Joachim Muncheberg that arrived in Sicily later that month.

REINFORCEMENTS

A serious attempt to reinforce Malta's dwindling Hurricane force came on 3rd April when HMSs Ark Royal and Furious launched 24 of the improved Mk II. These were followed by 160 additional Hurricanes by the end of June, a number of which were passed on to North Africa. On 9th May, MV Breconshire arrived at Malta with 50 airmen to service the new arrivals. Maynard handed over to Air Vice Marshal H.P. Lloyd and on 12th May No.261 Sqn and No.1435 Flight were amalgamated to form No.185 Squadron under the command of Sqn Ldr P.W. Mould, DFC. No.249 (commanded by Sqn Ldr Barton, DFC) was based at Ta' Qali and was soon joined by No.261, thus leaving Luqa and Ta' Qali free for transiting aircraft flying to North Africa and the Middle East. On 25th May No.249 suffered heavily at the hands of pilots from 7/JG 26 as ten Hurricanes were hit during a strafing raid as their pilots were strapped to their seats at readiness.

A third Hurricane unit was formed on 28th June from personnel of No.46 Squadron. Designated No.126, this unit fell under the command of Sqn Ldr A.C. Rabagliati, DFC, and joined the other Hurricane units at Ta' Qali. But it was to take the unit until August to be fully operational when 180 NCOs arrived from UK to bring it up to full strength. It went into action for the first time on 26th August engaging Macchi C.200s, of which three were claimed as destroyed. By October it was taking the war to the enemy's camp by performing fighter-bomber sorties against Comiso and Ragusa.

No.185 operated its first sortie on 23rd June and moved to Hal Far in July. On the 6th and 9th of that month, the squadron went on to the offensive carrying out sweeps over the Sicilian coast, strafing the seaplanes at their bases in Augusta and Syracuse. Six enemy aircraft were claimed as destroyed by these Hurricanes, a further four being damaged. No.185 was the receiving end of the stick two days later when Hal Far was attacked en-mass by some 40 C.200s, three



Hurricane Mk IIc, BW826 (later coded 'A') in a typical Maltese protective pen built from stone slabs retrieved from bombed buildings. As it has its ferry tanks still attached it could be assumed that this had just arrived to join No.185 Squadron. (R.J. Caruana Archives)



BG753 is a Mk IIb and its code clearly indicates that it belongs to No.605 Squadron. This aircraft had been flown off HMS Argus to Malta on 12th November 1941 (R.J. Caruana Archives)

of which were shot down. Successes continued, for by the end of the month, 185 claimed more SM.79s and BR.20s destroyed or damaged. However their crowning glory was their part in the clean-up operation after an Italian E-boat flotilla attack against Grand Harbour on 26th July, during which the attacking force was completely routed by Maltese coastal gunners. The Hurricanes claimed four E-boats and a Macchi C.200 escort destroyed.

At the end of August the Malta Night Fighter Unit was formed with 12 Hurricanes at Ta' Qali under the command of Sqn Ldr F.F. Powell-Shedden, DFC, to combat the nuisance raids that were being sent over the island by small groups of aircraft throughout the night. Flying only at night and guided by the ground searchlights, these Hurricanes achieved very good results, so much so that these raids decreased. The unit was officially sanctioned on 4 December as No.1435 Flight and came under the command of Sqn Ldr I.B. Westmacott, at a time when Hurricanes Mk II had become available.

During the winter of 1941, No.185 Squadron operated an all-black Hurricane flown by Wg Cdr Dawson, aptly named 'Dawson's Folly'. It carried a standard 33-gallon fuel tank under one wing and a container of equal size under the other. This was brought under strict guard from RAF HQ in Valletta and the Hurricane would usually perform a three-hour night sortie, returning minus the container. Whenever it returned with it, the container was immediately taken back to RAF HQ. The operation ended when Dawson returned with the container four nights running. Most probably Dawson was running arms to partisans either in Sicily or Southern Italy, or maybe even in Yugoslavia, and the operations ended when all contact had been lost.

OUTCLASSSED

Towards the second half of 1941 the Hurricane was outclassed, outrun and outgunned by most of the aircraft that

the Axis were now throwing into the battle. By September it was facing the new Macchi C.202s of the 4^o Stormo and, later in December, those of 16^o Gruppo. However, the death-knell of the Hurricane came with the arrival of 11/JG 53 and 11/JG 3 and their deadly Messerschmitt Bf 109F/Trop. Notwithstanding further reinforcements in September and November these could hardly keep up with the rate of attrition, as the Hurricanes continued to be sent up against wave after wave of bombers and escorting fighters.

During the middle of September 1941 Hurricanes of No.185 Squadron were fitted with underwing racks to take four 40lb (18kg) bombs, using them for the first time on the 28th of that month. The three bombing raids on Sicily that day were a diversion to enable a large convoy to enter Grand Harbour. Ships in this convoy carried servicemen including ground crew for No.828 Squadron, FAA.

In mid-January 1942, II Fliegerkorps resumed its attack against Malta, in view of an invasion plan (Operation Herkules) projected for May. Though the invasion was postponed and then cancelled (probably due to the appalling losses suffered in a similar operation against Crete) the defending Hurricanes found that they could do little against the superiority of the new Bf 109F.

Bad weather that winter proved a providential buffer to the attacks but it was clear that Malta could survive only if supplied with Spitfires, the type of aircraft that the defenders had been requesting for nearly a year.

These arrived in March 1942 going mainly to Nos.126 and 249 Squadrons at Ta' Qali. It was not the end of the Hurricane saga, however, as the older aircraft remained on the front line for many more months. Throughout spring and summer of 1942, No.185 Squadron was very busy intercepting Italian and German formations with Hurricanes and Spitfires. It was only in May that the unit's Hurricanes could be laid aside when re-equipment was completed. ■

Hawker Hurricane Mk IIa, Z2827, •M, Malta Night Fighter Unit, January 1942. Dark Earth/Mid Stone/Azure Blue finish with white spinner and Medium Sea Grey codes; black serial. Standard national markings



Hawker Hurricane Mk IIb, Z5265, •T, flown by Sqn Ldr Peter Mould (DFC) of No.185 Squadron, when he lost his life off Gozo on 30 September 1941. Dark Earth/Mid Stone/Azure Blue finish with white spinner and Medium Sea Grey codes and spinner; standard national markings. Serial in black



The two upper surface patterns in the Dark Earth/Mid Stone camouflage shown at right appear to have been applied less rigidly to the odd-/even-serialised rule than those finished in Dark Earth/Dark Green. The pattern of each example illustrated on these pages has been determined through careful examination of photographic evidence. See also note at far right

Apart from applying the 'A' and 'B' patterns to odd and even serialised aircraft respectively in the Dark Earth/Mid Stone scheme less rigidly, the same colours were also inverted at times; note on the two profiles above how, although both displaying odd serials and are finished in the same pattern, the colours have been inverted

Hawker Hurricane Mk IIa, Z2402, GL-P, No. 185 Squadron, Hal Far, 1942. Dark Earth/Mid Stone/Azure Blue finish with black spinner and white codes. Note reduced size of fin flash; it also appears that the rudder and some engine cowlings panels come from a different aircraft. This aircraft was lost on 5th March, 1942



BUILT & WRITTEN BY MIKE CAPPELL FROM THE UK



EINDECKER

The Pfalz E.I. was a licence copy of the pre-war French Morane-Saulnier Type L. It was inferior to the Fokker Eindecker and was also unpopular with its pilots. However this new model from Gavia should prove a favorite with WWI modelers due to its uniqueness.

How can a manufacturer cram so much in a box? Gavia has, although the light sand-coloured plastic tends to belie the quality of the mouldings. Beneath the plastic are the all-important (in my opinion) photo-etched components and a couple of superb sheets of decals. So far this feels like another shake and bake kit! The instructions do take a bit of getting used to as it starts with the main construction, as you would expect, then the painting and decal guide, fine so far, then almost as an afterthought the photo-etch instructions are stuck in at the end!

TO THE POINT

After I had washed and dried all the components all the rigging holes were drilled with a 0.4mm bit. All the inte-

rior parts were attached to a folded (A4) sheet of paper using double-sided adhesive tape and given a coat of Xtracolor primer. This provides a really smooth and tough finish and is particularly good with the Alclad II paints that will be used later. With all the wooden parts brush-painted with Tamiya XF-72 all that remained to do was to glue the interior together. One thing I did notice were the vertical struts moulded to the fuselage sides, but as I could find no evidence of these in my references they were sanded flush.

The cockpit is a very tight fit into the fuselage and I was forced to remove the forward oil tank and support frame, but this can't be seen anyway on the finished model. The top of the cockpit frame will also require some scraping to get a good fit. With the cockpit fixed in

place the fuselage was closed up and at this point I deviated from the instructions by leaving off the engine, guns, tail and undercarriage, as these would obviously get in the way during the painting and decal stages. The cockpit upper decking has a slight overhang, but again this was corrected with a few minutes gently scraping with a scalpel.

The wings have small location lugs that ensure correct alignment to the fuselage and the fit is superb, you could not get a cigarette paper between wing and fuselage. To secure these components I used fast-drying superglue, patiently holding the wings in place until it hardened. The seam line and the small step between the top of the cockpit and the fuselage were taken care of with a combination of Milliput and Mr Surfacer 500 before sanding smooth using Flexi-file sanding sticks

PREPARATION IS EVERYTHING

Unless you want a rough finish, the following always works well enough for me:

- Before I go near a model I wash my hands to clean off the natural oils present
- Prior to painting, a light wipe over with anti-static wipes will clean off and helps prevent any dust particles settling on the model
- The whole model is then wiped dry with paper kitchen towel. This process takes minutes but will make a big difference.

After the above I applied Xtracolor primer to highlight any imperfections. This was left to dry overnight, then I pencilled in the internal wing tensioning wires underneath the wings as these are very apparent in photographs of the actual aircraft. ➔

YOU WILL NEED.

Before starting:

- Eduard superglue
- Pacer Formula 560 Canopy Glue
- Flexi-file sanding sticks
- Mr Surfacer 500
- Milliput Super Fine Filler
- Micro Sol decal setting solution
- Tamiya masking tape
- 0.4mm drill bit
- Locking Forceps



Recommended paints:

Alclad II lacquer:
Dark Aluminium

Tamiya acrylics:
XF-52 Flat Earth
XF-53 Neutral Grey
XF-57 Buff
XF-69 NATO Black
XF-72 JGSDF Brown

Xtracolor enamels:

X12 Black
X141 White
X262 Schwartzgrau
Primer
Matt Varnish

Winsor & Newton oil

paints:
Paynes Grey
Burnt Umber

Dimensions

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

Dimensions - 1:48

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

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

You would think that all the complex rigging on this model would make it fragile, but it is in fact quite sturdy



MODEL INFO

SPEC: Gavia 1:48 Pfalz E.I **KIT NO.:** 014/0606 **MATERIALS:** IM, PE
AVAILABILITY: Hannants & LSA Models (UK Distribution) and Gavia stockists worldwide **PRICE GUIDE:** £18.95

In this scale a subject like this is about the right size, not too small to hide the detail and not too big to make it difficult to display



ALSO RECOMMENDED...

References

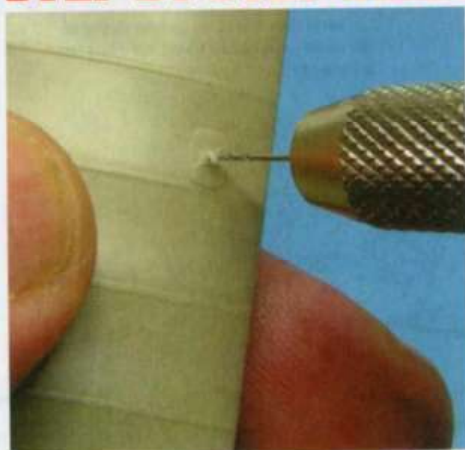
- German Aircraft of the First World War (Putnam)
- Pfalz E.I - E.VI by P.M. Grosz, Windsock Datafile No.59 (Albatros Productions)
- Pfalz Scout Aces of World War I by Grey Van Wyngarden, Aircraft of the Aces (Osprey Publishing 2006, ISBN: 1-8417-6998-3)



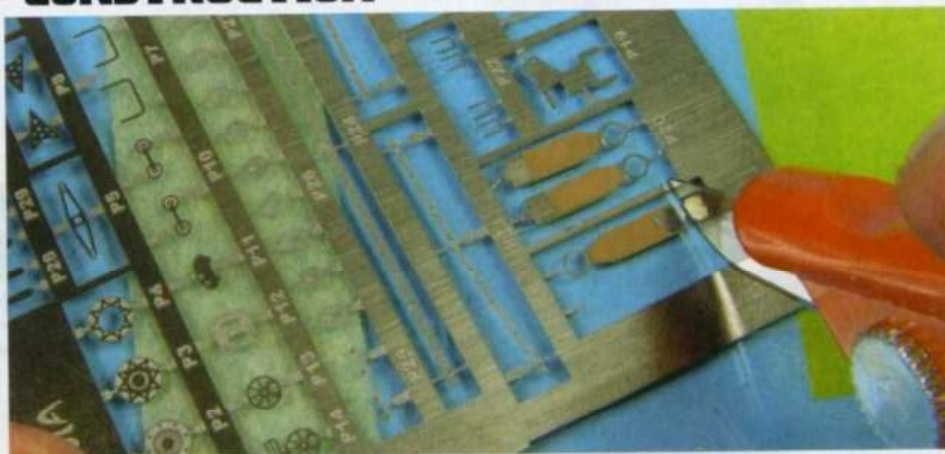
PFALZ E. I

1/48

Wear the right protective clothing when advised

STEP BY STEP GUIDE - CONSTRUCTION

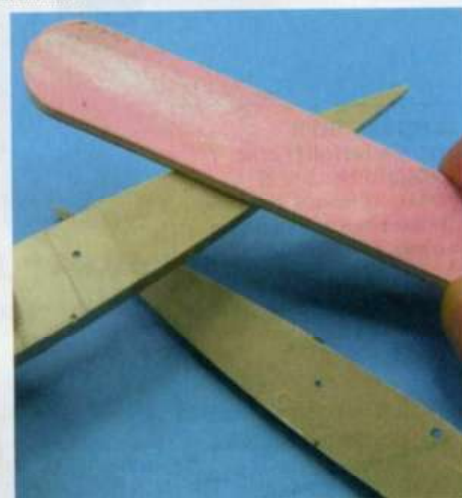
First things first, all the rigging holes are drilled out



A piece of glass is a perfect mat for cutting photo-etched, as it is both flat and hard



The cockpit almost completed



The moulded fuselage spars are sanded off, as I could see no sign of them in my references



The small step behind the cockpit is sanded, starting with a medium grade sanding stick...



...and finishing with a fine grade one used wet



I am left with a very smooth finish

STEP BY STEP GUIDE - PAINTING

Anti-static wipes are good for preparation before spraying



Xtracolor primer provides a good solid base coat and is a lot cheaper than aerosols



A primer is a must, as it can show up any problem areas

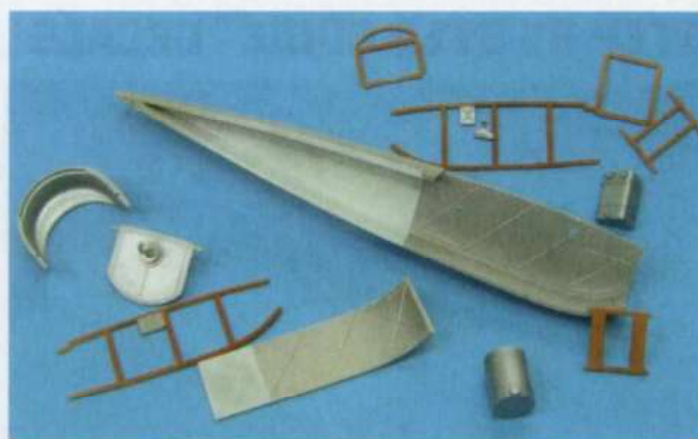


My attempt to show the internal tensioning wires...

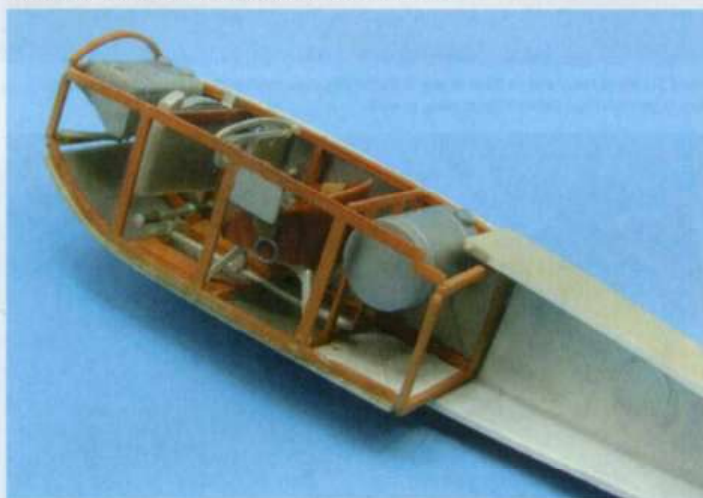
⚠ Always ensure that you work in a well-ventilated area when using solvents



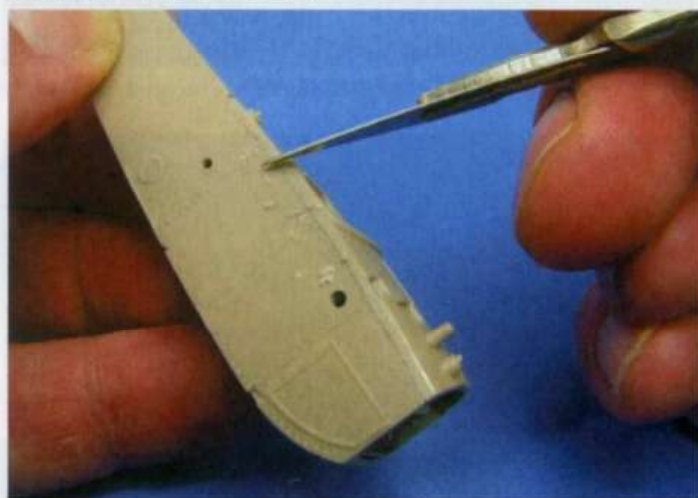
Double-sided tape is useful for holding small parts during painting



A pity most of this will be hidden when finished



The cockpit is a very tight fit so some sanding and removal of the forward frame and tank is required



A few minutes spent scraping to get a good join using a straight scalpel blade

"With all the wooden parts brush-painted with Tamiya XF-72 all that remained to do was to glue the interior together. One thing I did notice were the vertical struts moulded to the fuselage sides, but as I could find no evidence of these in my references they were sanded flush"

ON WITH THE PAINT

The instructions give us a huge choice - either doped or bleached canvas! I chose the latter for no reason other than I have never painted an aircraft white overall before! For this I used X14I mixed with white spirit and a

drop of Rustins Driers to speed up the drying process. This concoction was sprayed mainly onto the centre of the wing panels and fuselage to give the impression of wear and shadow along the borders, and try to give some depth to what could end up as a boring black

and white model. With this in mind I decided to add some paint chipping around the engine cowling area, so after the cockpit was masked off with Tamiya tape I sprayed on a couple of mist coats of Alclad II Dark Aluminum at a low pressure setting. Once dry

I used a piece of nylon scouring sponge to apply small dots of Winsor & Newton Masking Fluid over the Alclad II. The black was applied next and was a 50/50 mix of Xtracolor X12 Black and X262 Schwartzgrau, again in an attempt to reduce an otherwise stark



... which was partially successful. I am glad they are all underneath though!

The white is sprayed straight from the tin after thinning, as any weathering will be done later



Tamiya tape is used to mask off the cockpit



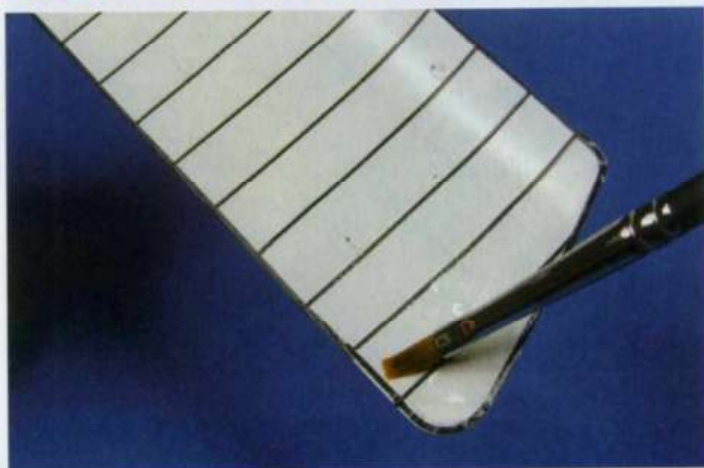
Cheaper decorators tape is used on the rest of the model



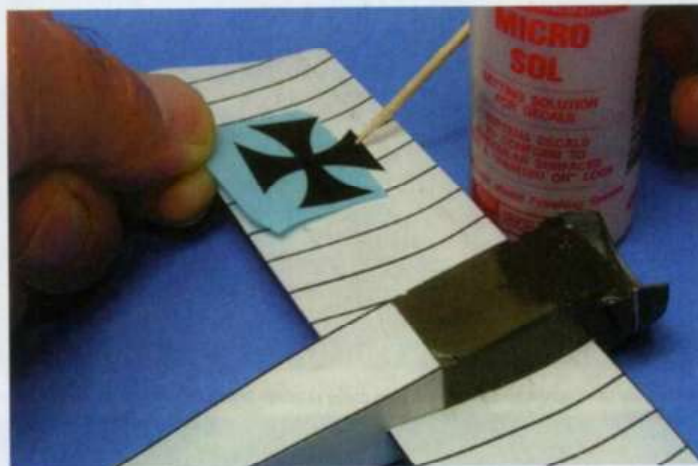
A useful way of transferring Alclad from the jar to the airbrush is with a drinking straw



Masking fluid was randomly applied with a sponge

STEP BY STEP GUIDE - DECALS

Another marathon decal job, thankfully it is one of my favourite stages



Micro Sol works really well on these decals. A diluted mix underneath works wonders as it give some time to position them before it starts going to work



Any gaps between the decals were soon remedied with a marker pen. A bit of a bodge job, but it worked



The tail section and control wire horns were all secured with epoxy resin for a no-worries bond

← 'black'. When I was sure it had dried thoroughly I removed the masking fluid to see if it had worked. I agree it is a bit overdone in places, but I am happy with the end result.

The engine is very finely moulded so all I added were some push rods made of fuse wire. After the initial coat of Dark Aluminum had dried I added a wash of Winsor & Newton Paynes Grey oil paint to make the detail really

pop out. I have never had a lot of success painting propellers, at least none I was completely happy with, until now. My first step was to spray on a coat of Tamiya XF-57 Buff mixed with Johnson's Klear. Photos in the Windsock Datafile show the propeller laminations and these are very difficult to get right. That was until I thought of using Dark Umber oil paint for the darker laminations. Any

mistakes, or corrections, could simply be removed with a brush moistened with clean White Spirit (Mineral Spirits). Eureka! After allowing the oil paint to dry for a few days a couple of coats of gloss varnish were brushed on, followed shortly afterwards by a the 'graining process' using a stiff flat brush to drag a light coat of Burnt Umber oil paint over the propeller to achieve the wood effect, repeatedly

wiping any excess off with kitchen paper. Allowing a day or two to dry, a coat of Xtracolor satin varnish finished this part of the model, and it does look effective.

DECAL TIME

Another marathon decal job (remember the Fokker D.VII in Issue 13?). I must admit this is one process I enjoy and even though I stopped counting after

STEP BY STEP GUIDE - PROPELLER & ENGINE

The propeller after a coat of Tamiya Buff and gloss varnish



The darker bands are Burnt Umber oil paint, carefully brushed on



Finally, as the oil paint takes ages to dry, another coat of Burnt Umber is gently brushed in one direction for the final grain effect

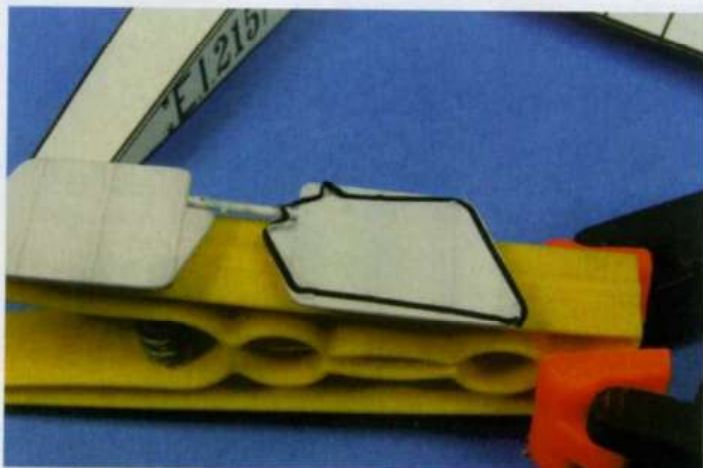


⚠ Always ensure that you work in a well-ventilated area when using solvents

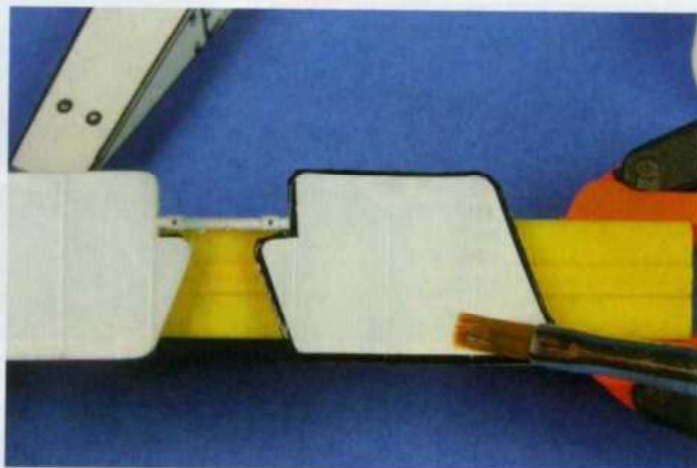
FROM AROUND
THE WORLD

POINT-TO-POINT
MANUFACTURE

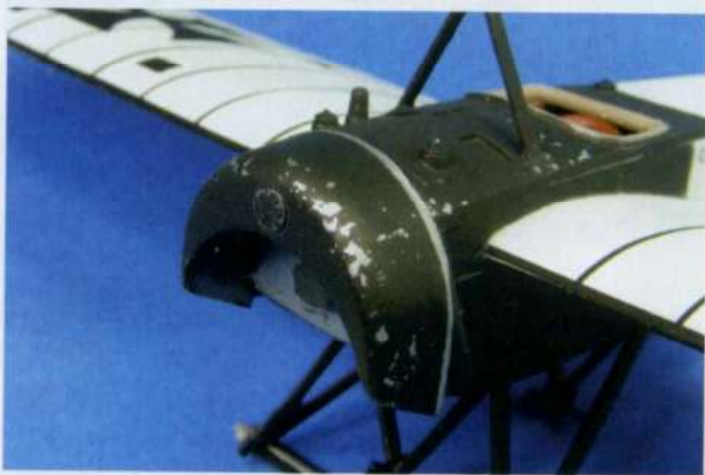
AVAILABLE
IN ALL GOOD
MODEL SHOPS



Scary bit! Whilst these decals are thin they are very resilient



When in position I literally soaked the decal in Micro Sol



OK, I know it is a bit overdone, but at least it adds some interest



The decaling is all done now, but just look at how many spares Gavia provide you with in case of mishaps

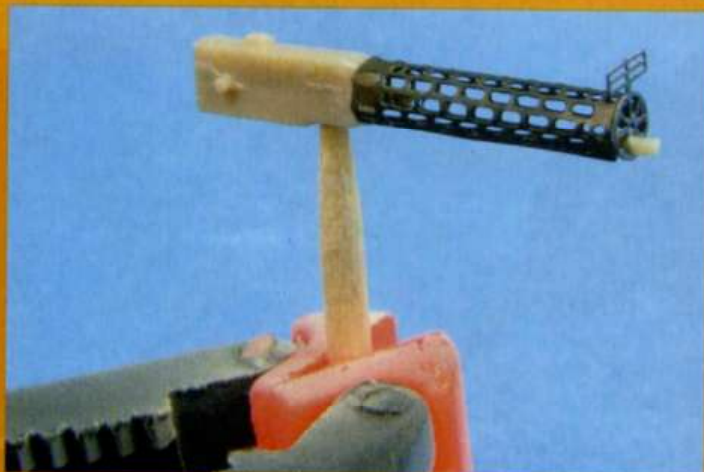
fifty I did not loose one of them! To Gavia's credit they do supply quite a few spares, something other manufacturers should consider. I remember my art teacher telling me that the hardest thing to draw is a straight line, but in this case applying a straight decal is even harder. There is no easy way to do it, but by using a small paintbrush to gently move the decal into place and by keep the surface wet with Micro Sol

and water you should have success. Once I had half of one wing done I literally swamped the decals with Micro Sol solution to help bed them down and carried on with the rest. Once all are in place and dry, the wings' black boarder decals are applied. These I found to be extremely easy to position, however, later some of the white base coat did show through, so I covered this up using a black marker pen!

After a few evenings' work the decals were finished. Why so slow, well simply because the setting solution literally melts the decals into place and I did not want to risk damaging the previously applied decals by rushing the job. As usual I sealed in the decals with a brush coat of Johnson's Klear followed by a couple of spray coats of Xtracolor Matt Varnish.

THE SCARY BIT

You have all seen rigging on biplanes at model club meetings, shows, magazines etc. and think, how do they do that? Whilst I do not pretend to be perfect, planning and a few inexpensive tools certainly work for me. With the Pfalz I decided to start at the top of the 'A' frame and work down. The individual lines are inserted through the previously drilled holes in the wings and fixed

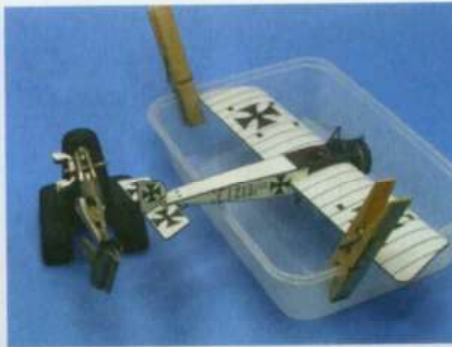


The photo-etched gun jackets are stunning. I did not paint them after annealing, as this is the exact finish I was after

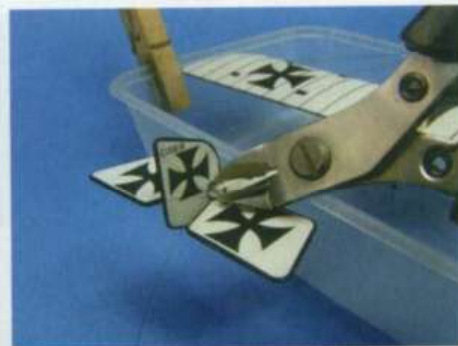
STEP BY STEP GUIDE - RIGGING



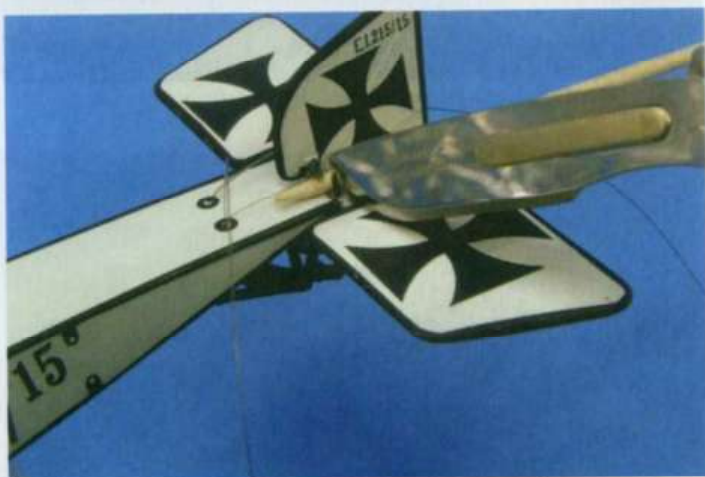
A shortened version of 'Helping Hands' to provide tension at any angle...



...with a plastic carton and pegs to hold the model in place (Patent Pending!)



Hasegawa sprue nippers are used here to cut off the excess



Using a cocktail stick to support the control wire as it is cut really does work well



Locking forceps provide the ideal tension while the glue dries

in place with superglue whilst pulled under tension using locking forceps. When these are dry the loose ends are fitted, as shown in the instructions, to the two brackets attached to the undercarriage, again under tension. There, not scary at all, was it?

The rudder control wires are difficult but using a combination of modelling nippers or a scalpel with a cocktail stick for support this was soon overcome.

BITS AND BOBS

The tail section has to be butt jointed to the fuselage, so I used Z-Poxy two-part epoxy cement to provide a very strong

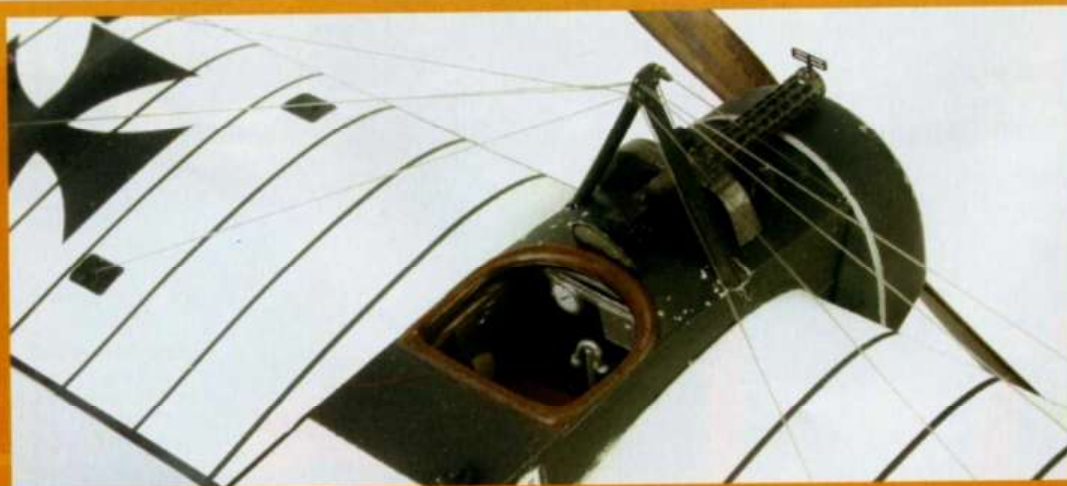
bond. The engine is a very tight fit and I had to cut off a short piece of the location lug just to get it in. This minor surgery does not show at all on the finished model, thankfully.

Next are the guns, and the photo-etched jackets are heated over a candle and left to cool. This does two things: firstly it makes them a lot easier to bend (annealing), and secondly it gives them a very convincing metallic shade. Everything was glued together using Formula 560 Canopy Glue, which is excellent stuff as it gives you enough time to position everything; any surplus glue is simply wiped off with a moist paint brush.

WHETHER TO WEATHER

At this stage I had a boring black and white plane in front of me, so some subtle weathering was called for. In pictures of the real aircraft, under the port wing there are signs of oil stains from the rotary engine. To simulate this I used Tamiya XF-69 NATO Black mixed with Tamiya thinners at a 1:2 paint-to-thinners ratio before it was sprayed on using very low air pressure, just to give a hint of staining. To weather the model overall I first sprayed on a light coat of XF-52 Flat Earth around the undercarriage and fuselage area until I could just see it,

then took a break. When you return you will see the model in a different light and you can decide if you need to add some more weathering? This is where the 'Less is More' rule applies and as you cannot go back in the weathering process I usually build up the effect over an hour or so until I get to the point where I feel 'just one more touch' will do, and this is where I stop. On top I spray a very diluted mix of XF-57 Buff, especially around the edges of the wheel hubs etc., as this adds more colour and highlights the earth colour at the same time. Job done. ■



FINAL VERDICT

■ This kit has excellent fit and superb decals, and it does exactly what it says on the box! The instructions do take a little getting used to, well, I have to find fault somewhere!

Was it worth the effort?

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1:32

NEW



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new releases - kits

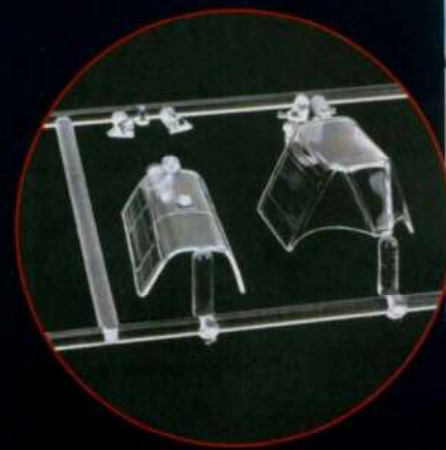
IM (Injection-moulded Plastic), **R** (Resin), **PE** (Photo-etched Brass), **VF** (Vac-formed Plastic), **WM** (White-metal), **RB** (Rubber)

PREVIEW

Fairey Fulmar Mk.I



Kit contains injected plastic parts, injected canopy and decal



Fairey Fulmar Mk I

Scale 1:48 / **MPM, Czech Republic** / **Materials:** IM / **Kit No.:** 48056 / **Availability:** Hannants (UK Importer) and MPM stockists worldwide / **Price Guide:** £24.99

Originally conceived as a light bomber to Specification P.4/34 the type was later modified to meet Specification O.8/38 and thus became the Fulmar. 250 of the Mk I were ordered in two batches and the type was fitted with the 1,080hp Merlin VII, albeit the first one had a modified Merlin III installed. This is the first injected kit of the Fulmar in 1:48; Warrior Models did a vac-form then a resin version of it and Vista of course did their lovely example in 1:72 in 1994. The kit is tooled in such a way that the Mk II is obviously planned, as the lower nose cowl is separate as is the intake itself, and on the Mk II they were tropicalised and had the Merlin 30 with the chin-mounted intakes. The Mk II also had a different propeller and all these parts are on one sprue (#E) in this example. The kit is typical MPM, but there is no resin nor photo-etched this time, that will probably be saved for a 'Hi-tech' version in the future? Decal options include N1892, *6K of No.809 Sqn on HMS Victorious in 1940; N2005, *7C of No.803 Sqn on HMS Formidable in 1941; N4032, *7R of No.800 Sqn in 1941. All three are Extra Dark Sea Grey and Dark Slate Grey over Sky.

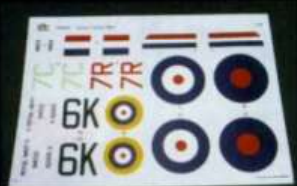
Verdict: The wait for a classic like the Fulmar in 1:48 injected plastic has been long, but here it is at last. MPM are moving more and more towards plastic-only kits and the quality of the injected parts is such that this new one is probably within the abilities of most modellers. Our thanks to MPM for the review sample.

DIMENSIONS

Span - 46ft 4 1/2in (14.14m)
Length - 40ft 2in (12.24m)
Height - 14ft 0in (4.27m)

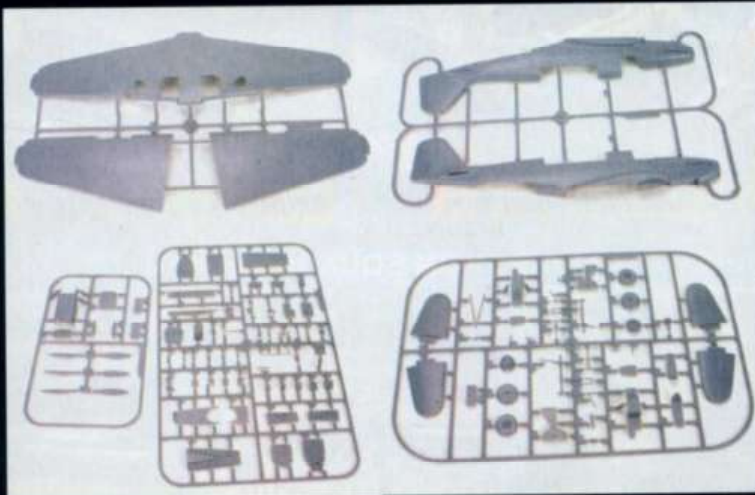
DIMENSIONS - 1:48

Span - 294.6mm
Length - 255mm
Height - 88.9mm



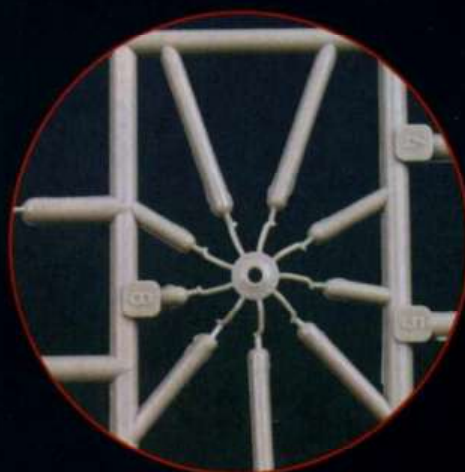
REFERENCES

- Aircraft Archive - Fighters of World War Two Volume 2 [Mk I] (Argus Books 1988 ISBN:0-85242-953-3)
- Air International Vol.13 Nos 2 & 6
- Fairey Fulmar (4+ Publications 2001)
- Fairey Fulmar Mk I & II, Profile No.254 [Blue Series] (Profile Publications)
- Fleet Air Arm Portfolio by R. Dymott
- Scale Aircraft Modelling Vol 3 No.11 August 19 & October 1986
- Wings of the Navy By E. Brown





PREVIEW



Nieuport Ni.17

Scale 1:72 / **Eduard**, Czech Republic / **Materials**: IM, PE / **Kit No.**: 7071 / **Availability**: Hannants & LSA Models (UK Importer) and Eduard stockists worldwide / **Price Guide**: £13.50

Following on from their new Spad XIII (See Issue 22), Eduard have now added this lovely little Ni.17 to their expanding range of 1:72 WWI kits. Moulded in their light tan-coloured plastic the kit is a 'Dual Combo' edition so contains parts for two complete kits. Each is made up of thirty-four parts, with another six on the sprues that are not used. There is an injected clear windscreen plus a photo-etched fret of forty-four parts, ten of which are pre-painted. The package is completed with die-cut tape masks for the windscreen, wheel hubs and upper wing edging. Optional parts relate to the armament and propeller and these are four colour schemes offered comprising the machines of Lt G. Guynemer (Escadrille N.3), Lt C. Nungesser (Escadrille N.65), Pierre Pendaries (Escadrille N.69) and Lt O. Isobe (Escadrille C.1). Option one is aluminium overall with two-tone green camouflage on the upper surfaces of the wings, options 2 and 4 are aluminium overall and option 3 is green and brown camouflage over doped linen. All these colours are keyed to Gunze Sangyo paint numbers in the instructions.

Verdict: Eduard really has set the standard for 1:72 WWI kits and this new Ni.17 is quite superb. It is most highly recommended to all WWI modellers and our thanks to Eduard M.A. for the review sample.

DIMENSIONS

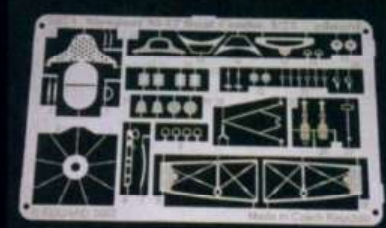
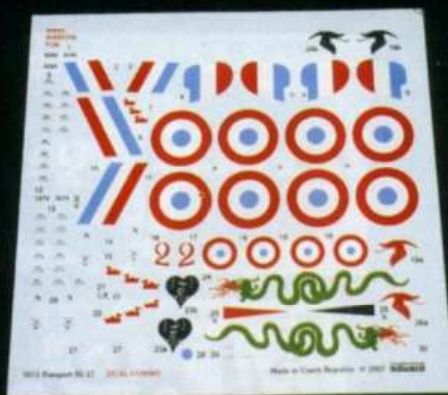
Span - 26ft 10 3/4in (8.16m) [Upper], 7.80m [Lower]
Length - 19ft 7in (5.96m)
Height - 8ft 0in (2.44m)

DIMENSIONS - 1:72

Span - 113mm [Upper], 108mm [Lower]
Length - 82.8mm
Height - 33.9mm

REFERENCES

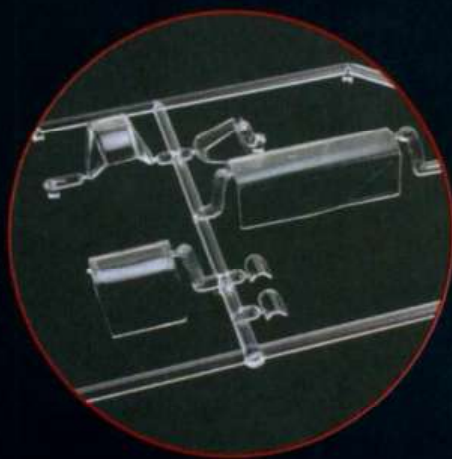
- Nieuport Fighters Vols. I & 2 by J.M. Bruce, Windsock Datafile Special (Albatros Productions, 1993/1994)
- Nieuport I-27, Famous Airplanes I, by Tomasz J. Kowalski (Kagero ©2003).
- Nieuport I7 by C.F. Andrews, Profile No. 49 (Profile Publications 1965)
- Nieuport I7 by J M Bruce, Windsock Datafile No 20 (Albatros Productions Ltd., ©1990).
- Les avions de Guynemer (Quest France)



new releases - kits

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

PREVIEW



Blackburn Skua Mk II 'Norwegian Campaign'

Scale 1:48 / **Special Hobby**, Czech Republic / **Materials**: IM, R, PE / **Kit No.**: SH48046 / **Availability**: Hannants (UK Importer) and MPM stockists worldwide / **Price Guide**: £20.99

Built to Specification O.27/34, the Skua entered service in November 1938 but was withdrawn from frontline service in 1941. Only two Mk Is were built, the Mk II being the main production version of which 190 were built. This new tooling is made up of 96 medium grey-coloured and six clear plastic, 36 resin and 14 photo-etched components. Most of the interior detail is plastic, but the instrument panels and seat belts are photo-etched. The engine is resin, as is the rear facing machine-gun. The kit has options to open or close the rear canopy section but there is no option to fold the wings. Decals are included for three options: L2963 of No.803 Sqn, HMS Ark Royal as flown by Lt C.H. Filmer during the attack on Scharnhorst in July 1940; L2940 of No.800 Sqn on HMS Ark Royal and flown by Capt. R.T. Partridge DSO; L2991 possibly from No.803 Sqn on HMS Ark Royal. All these machines are Dark Slate Grey and 'Mixed Grey' over Sky with the wing undersurface black under the starboard and white under the port.

Verdict: This is a must for all FAA modellers with experience in limited-run kits. It is great to have a 1:48 Skua at last, and with the Roc to follow shortly we have never had it so good! Our thanks to Special Hobby for the review sample.

DIMENSIONS

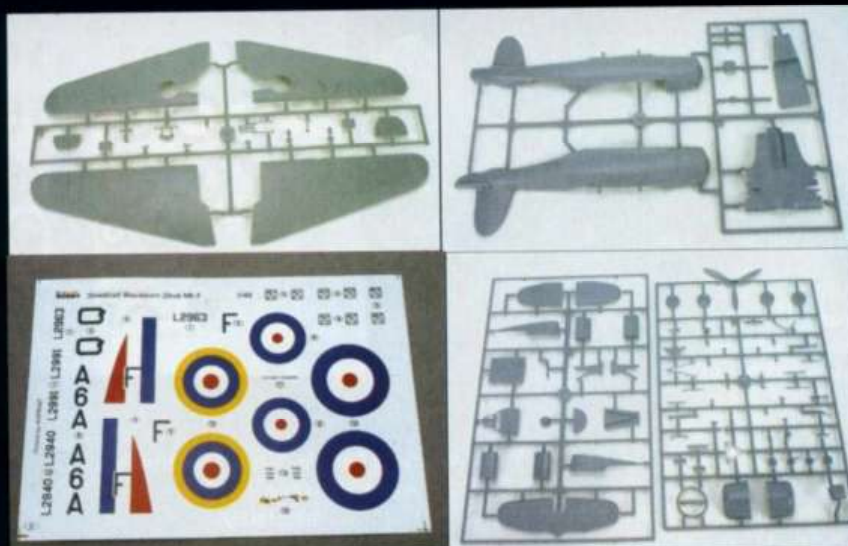
Span - 46ft 2in (14.07m)
Length - 35ft 7in (10.85m)
Height - 12ft 6in (3.81m)

DIMENSIONS - 1:48

Span - 293mm
Length - 226mm
Height - 79.4mm

REFERENCES

- Blackburn Aircraft (Putnam)
- Plastic Kit Constructor Vol.II No. 1 (Issue 36 Winter 1993/4)
- Warplanes of the Second World War Vol.2 by W. Green





Hawker Hurricane Mk I

Scale 1:24 / Trumpeter, China / Materials: IM, PE, R / Kit No.: 02414 / Availability: Pocketbond Ltd (UK Importer) and Trumpeter stockists worldwide / Price Guide: £59.99

- New tooling from Trumpeter and it depicts the standard metal-wing Mk I
- Consists of 206 light grey-coloured and 17 clear plastic components, plus three rubber
- There are just two decal options in the kit, both sadly very well known; they are V6864, DT-A flown by Bob Stanford-Tuck of No.257 Sqn and LK-A, the machine of Sqn Ldr I.R. Glead from No.87 Sqn - yawn! Both are Dark Green and Dark Earth over Sky, although Tuck's machine has the 50/50 split underneath of Sky and black.

Verdict: Trumpeter are getting better and better with each new kit. Their 1:24 stuff thus far has been a mixed bag, but this Hurricane looks good. Whether it is better than the old Airfix one, or if it builds well, time will tell, but for now it is certainly one that just about all Hurri fans will want to add to their collections. Our thanks to Pocketbond Ltd for the review sample.

Dimensions

Span - 40ft 0in (12.19m)
Length - 31ft 4in (9.55m)
Height [one prop blade vertical, tailwheel on ground] - 13ft 4 1/2in (2.08m)

Dimensions - 1:24

Span - 507.9mm
Length - 397.9mm
Height - 86.7mm

References - Our pick of the bunch!

- (The) Hawker Hurricane, Francis Mason (Aston Publications, 1989)
- 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)
- Wings of Fame Vol.2 (Aerospace Publishing)

Messerschmitt Bf 109G-6 'Suomen Ilmavoimien'

Scale 1:72 / Fine Molds, Japan / Materials: IM / Kit No.: FL14 Availability: Model Wholesale Ltd (UK Importer) and Fine Molds stockists worldwide / Price Guide: £14.75

- Reissue of G-6 (#FL8) kit with new Finnish Air Force markings
- The kit is made up of 3 clear and 50 light grey-coloured plastic components
- There are five decal options: MT-452 of 2/HleLv 24 flown by 1st Lt J. Saarinen in June 1944; MT-461 of 3/HleLv 24 flown by 1st Lt K. Lappenranta in June 1944; MT-501 of HleLv 33 flown by Maj. E. Luukkonen in the summer of 1947; MT452 of HleLv 31 in the summer of 1948; MT-422 of HleLv 31 in March 1948. These machines are in a combination of schemes from RLM 74/75/76 to green and black over light blue.

Verdict: Finnish schemes look great and the Bf 109 is no exception. Fine Molds offer the best F and G-series Bf 109s you will find in 1:72 and with a new UK importer they should now be readily available. Thanks to the Fine Molds for the review sample.

Dimensions

Span - 32ft 6 1/2in (9.92m)
Length - 29ft 8in (9.04m)
Height - 8ft 6in (2.59m)

Dimensions - 1:72

Span - 137.8mm
Length - 125.6mm
Height - 35.9mm



References - Our pick of the bunch!

- Messerschmitt Bf 109G, Aero Detail No. 5 (Dai Nippon Kaigo Co.)
- Messerschmitt Bf 109G-6, Modeler's Eye No.3 by K. Abe, K. Yokohama & S. Kato (Dai Nippon Kaga Ltd 2002)
- Messerschmitt Bf 109G-6 by K. Stenman & K. Keskinen, Suomen Ilmavoimien Historia (Finish Air Force History) No.6b (Kari Stenman 2004)
- Messerschmitt Bf 109G/K Field Conversion Kits (Rüstsätze) by H. Vogt, Luftwaffe Profile No.10 (Schiffer ISBN: 0-7643-0565-4)
- Suomen Ilmavoimien Historia No. 6 - Messerschmitt Bf 109G, Kari Stenman
- Suomen Ilmavoimien Historia No.11 - Finnish Fighter Aces, Kari Stenman

Me-262A Schwalbe



Messerschmitt Me 262A

DUAL COMBO!

Scale 1:144 / Eduard, Czech Republic / Materials: IM / Kit No.: 4420 / Availability: Hannants & LSA Models (UK Importer) and Eduard stockists worldwide / Price Guide: £5.60

- Revision of the two-seat Me 262B issued recently (See Issue 23)
- Being a 'Dual Combo' edition the box contains two complete kits
- Each kit is made up of one clear and 34 greenish-coloured plastic components
- There are four decal options: 'Black 4' of Kommando Nowotny, Lechfeld, November 1944; 'White 17' of III./EJG 2 in 1945; 'Yellow 5' of ISS I, Lechfeld, 1945; 'Black 4' of JG 7, Prague, May 1945. Options 1 and 3 are RLM 81/82 over 76, option 2 is RLM 74/75 over 76 and option 4 is RLM 82/83 over 76. The kit does not have colour painting instructions, but these can be downloaded at www.eduard.cz/info/photos/4420.

Verdict: As with the previous B version, even in this small scale the components are well detailed. Only the injected canopies are a little thick, which 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 & 9 by S. Fleischer & M. Rys (AJ-Press 1998)
- 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)

Lockheed PV-2 Harpoon 'US Navy'

Scale 1:72 / Special Hobby, Czech Republic / Materials: IM, R, PE Kit No.: SH72093 / Availability: Hannants (UK Importer) and Special Hobby stockists worldwide / Price Guide: £7BA

- New tooling
- The PV-2 was a development of PV-1 and had a greater span wing, new tail assembly and greater range and bomb load. 535 were built for the USN
- The kit is made up of 12 clear, 111 medium grey-coloured plastic and 6 resin components
- There are four decal options: '24' of VPB-139, Attu Island, Aleutian Islands, March 1945; 'Z101', BuNo.37101, VPB-142, NAS Kaneohe, Oahu, Hawaii, April 1945; '180', BuNo.37365, VP-772, NAS Los Alamitos, California; 'UP 179', NAS St. Louis, 1950. Options 1 & 2 and Glossy Sea Blue and Intermediate Blue over white, while options 3 & 4 are overall Glossy Sea Blue.

Verdict: As with any kit of this nature it is not for the novice. The components all look good and although there are bound to be fit issues, the overall product should be within the grasp of anyone with previous experience with this type of kit. Thanks to Special Hobby for the review sample

Dimensions

Span - 75ft 0in (22.86m)
Length - 52ft 1in (15.88m)
Height - 13ft 2in (4.01m)

Dimensions - 1:72

Span - 317.5mm
Length - 220.5mm
Height - 55.7mm



References

- Pacific Twins, Classic Warbirds No.8 (Ventura Publications 2002)
- PV Ventura/Harpoon Units of WW2, Osprey Combat Aircraft No.34 (Osprey Publishing 2002)
- Scale Aircraft Modelling Vol.1 No.1, October 1978
- Vega Ventura - The Operational History of Lockheed's 'Lucky Star' by J.C. Stanaway (Schiffer Publishing 1998 ISBN: 0-7643-0087-3)

new releases - kits

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

**Albatros C.III**

Scale 1:72 / CMR, Czech Republic

Materials: R / Kit No.: 5016 / Availability: Hannants (UK Importers) and CMR stockists worldwide / Price Guide: £18.99

Status: Reissue with decals

Parts: 40 resin components

Decal Options: 4: '22', Latvian Naval Aviation Div., 1923; Turkish Air Service, flown by Lt Meinecke; S/No.C.722/16, KG IV/20, 1916; S/No.C.736/16 and C.106/16 both from unidentified units in 1916)

References

German Aircraft of the First World War by Owen Thetford, Putnam 1962

Albatros C.III by P.M. Grosz, Windsock Datafile 13 (Albatros Productions 1989 & 1999 ISBN: 0-948414-17-0)

**Junkers Ju 52 'Toucan'**

Scale 1:72 / Italeri, Italy / Materials: IM / Kit No.: 1265 / Availability: The Hobby Company Ltd (UK Importers) and Italeri stockists worldwide / Price Guide: £9.99

Status: Reissue with new decals

Parts: 131 light grey-coloured and fifteen clear plastic components

Decal Options: 6: "DG" an AAC.I Toucan of the French Air Force in 1950; IZ+BF of IV/KG2, Crete, 1941; H4+AA of II KGZ 400, Libya, 1942; P4+FH of KG40, Eastern Front, 1942/3; D9+RC of KGz BV102, Norway, 1941; 32+V22 of KG153, Germany 1936)

References

French Post-war Transport Aircraft (Air Britain 1980)

Junkers Ju 52 by H.J. Nowara (Schiffer ISBN: 0-88740-523-1)

Transporters Volume 1 & 2 by M. Pegg (Classic Publications 2007 ISBN: 1-903223-63-46 & 1-903223-64-4)

**Potez 630**

Scale 1:48 / Azur, Czech Republic

Materials: IM, R, PE / Kit No.: A057 / Availability: Hannants (UK Importers) and Azur stockists worldwide / Price Guide: £27.30

Status: Revision to previous Potez 631 kit (See Issue 21). Kit offers export Potez 632 and the Potez 630C.3, which were 632s retained in France from the export orders.

Parts: 123 grey-coloured and 3 clear plastic, 55 resin and 20 photo-etched

Decal Options: 4 (No.75 of GC I/5, I Escadrille, Bordeaux-Mérignac, June 1940; No.44, GC II/1 3 Escadrille, Etampes, 1939; 'B-I' of the Swiss Air Force, 1939 and later in 1944)

References

Air Magazine Nos.16, 17, 18 & 19

The Potez 63 Series by Raymond Danel, Profile No.195 (Profile Publications) Wings (December 1971)

**Morane-Saulnier MS.406C.1 'Hi-Tech'**

Scale 1:32 / Special Hobby, Czech Republic

Materials: IM, R, PE / Kit No.: SH32019 / Availability: Hannants (UK Importers) and CMR stockists worldwide / Price Guide: £31.99

Status: Reissue of Azur kit with new detail parts and decals

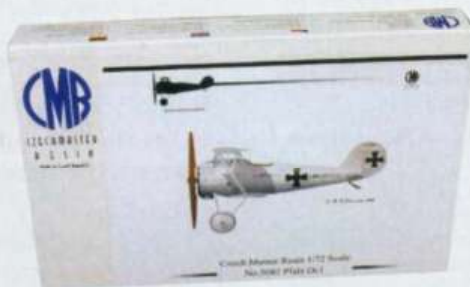
Parts: 72 grey-coloured and 6 clear plastic, 13 resin and 56 photo-etched

Decal Options: 3 (MS-311, I/LeLv 14 flown by 2nd Lt K. Tiiksjärvi in July 1943; No.1031 of GC III/I flown by Lt Kazimierz Bursztyn in March 1940; No.289 of GC II/2 flown by Lt de Rohan-Chabot from Laon-Chambry)

References

Le Morane-Saulnier MS 406 (Lela Presse 1998)

Morane-Saulnier M.S.406 by K. Stenman & K. Keskinen, Suomen Ilmavoimien Historia (Finish Air Force History) No.4 (Kari Stenman 2004)

**Pfalz Dr.I**

Scale 1:72 / CMR, Czech Republic

Materials: R / Kit No.: 5082 / Availability: Hannants (UK Importers) and CMR stockists worldwide / Price Guide: £17.25

Status: Reissue with decals

Parts: 25 resin components

Decal Options: 2: S/No.3050/17 during flying trials at the Pfalz factory in Oct/Dec 1917; S/No.222/17, Jasta 73, spring 1918)

References

Kit instructions

**Sikorsky HO4S-3**

Scale 1:72 / Italeri, Italy / Materials: IM

Kit No.: 1267 / Availability: The Hobby Company Ltd (UK Importers) and Italeri stockists worldwide / Price Guide: £7.30

Status: Reissue with new decals based on H-19 first released by Italeri in 2000

Parts: 53 light grey-coloured and 9 clear plastic components

Decal Options: 3: '877', RCN SAR, HMSC Bonaventure, 1953; Bu/No.127795, HMR-161, USMC, Korean War, 1953; 'AMS' of ALAT GH2 French Navy, El Achouët, Algeria, 1956)

References

Air International, April 1992

Helicopters and other Rotorcraft since 1907 (Blandford Press 1973)

Replic No.132 (August 2002)

new releases - accessories

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

RFlight, France (www.renaissance-models.com) / Available from Manufacturer

Previously known as the FabFlight range, this series is made by well-known car and bike accessory & decal manufacturer Renaissance



1:48 RF48/029 Mirage 2000 Detail Set

This set comprises 40 parts, two of these being resin, three being clear acetate and the rest all resin. It comprises separate control surfaces, nosewheels and oleo details, mainwheels (either as resin or combined resin/rubber assemblies), exhaust, inflight refuelling probe plus various lumps, bumps and intakes for the airframe. This is an exterior detail set, so there is nothing for the cockpit area.

Designed for: Heller kit

Material: R, RB

Price Guide: €29.00

Verdict: The FabFlight range was quite extensive, hence the high item number of this 'first' release under the RFlight banner. The quality of Renaissance products is well known, so this is a set that we can recommend to all modern jet fans. Check out the Renaissance website for details of all the other items now included in this series. Our thanks to Renaissance for the review sample.

Available from: www.renaissance-models.com

Alley Cat, UK (www.a2zeemodels.co.uk) / Available from A2Zee Models (UK)

As a follow-on to our review of their first product in Issue 20, here is the latest from this manufacturer:

1:72 AC72001 Gannet Wing Fold Set

This is a complete set of replacement wings that allow you to accurately pose them folded. The 40 resin parts are all cast by CMR in the Czech Republic and comprise the three main wing sections per side with the remaining parts being used in the linkage/hinges for each fold. The parts are all direct replacements for those areas in the kit.

Designed for: Trumpeter kit

Material: R

Price Guide: £14.95

Verdict: CMR stuff is superb, so you know that this set is a stunner. The quality of casting coupled with the high level of detail makes for a real must for any FAA modeller. Our thanks to A2Zee Models for supplying the review sample.

Available from: www.a2zeemodels.co.uk



AirDOC, Germany / Available from Hannants (UK)

Better known for their superb books and decals, AirDOC has now moved into the accessory field with these two new sets:

1:48 ADR48011 IAF RF-4E & USAF RF-4C Upgrade

This resin set is both upgrade and conversion, the latter being the IAF RF-4 that represents the two field-modified airframes with the Zeiss camera in the nose, plus the three airframes fitted with KS-78 camera in the ventral bay aft of the wheel well. This set thus comprises the radome for the former plus the 'Top Hat' antenna hatch, camera housing, nosewheel undercarriage door, aiming devices and RHAW panel and front instrument panel for the cockpit. The antenna, RHAW and instrument panels can also be used for certain USAF RF-4Cs.

Designed for: Hasegawa kits

Material: R

Price Guide: £11.99

1:48 ADR48012 IAF RF-4E(S) Peace Jack Conversion

This conversion allows you to depict the IAF RF-4E(S) with the revised nose for the HIAC LOROP camera installation. The set comprises a new radome, HIAC housing, HIAC lens, aiming device and handles, rear and front instrument panels, Sparrow pylon-mounted Chaff dispensers and RHAW wing-mounted sensors.

Designed for: Hasegawa kits

Material: R

Price Guide: £19.95

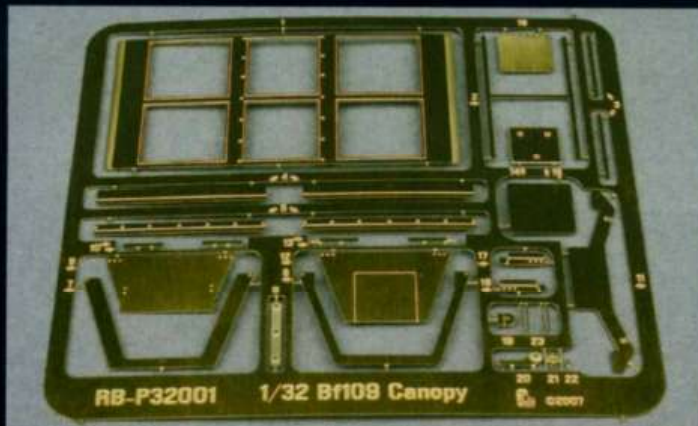
Verdict: These are excellent sets, very well cast with excellent detail and comprehensive instructions. For any IAF or Phantom fan working in 1:48 they are a real must. Our thanks to AirDOC for supplying the review samples.

Available from: www.hannants.co.uk



RB Productions, Eire (<http://homepage.eircom.net/~radub/>)
/ Available from **MDC (UK)** and **Eagle Editions (USA)**

This is a new range of both accessories and decals, so here are the first two of the former:



1:32 RB-P32001 Bf 109 Canopy

This is a complete replacement hinged section of the canopy made from photo-etched. So complete is it, that even the sliding side panels work! The set also includes both styles of head armour should you wish to replace this part of the kit as well.

Designed for: Hasegawa/Revell kits

Material: PE

Price Guide: €10.00

1:32 RB-P32002 Bf 109G-2

Detailed Wheel Well

This set offers a complete new set of replacement interiors for the wheel wells made up of over 30 parts per side! The detail is comprehensive and will require some surgery to the kit parts to install, but looks vastly superior to the moulded detail. It is also suitable for some G-4, G-10 and G-14 airframes fitted with the kidney-shaped bulges over the wheel wells.

Designed for: Hasegawa/Revell kits

Material: PE

Price Guide: €15.00



Verdict: This is an excellent start to this new series, with both high quality and superb levels of detail offered by both sets. They can be most highly recommended to all experienced Luftwaffe modellers, and our thanks to RB Productions for the review samples.

Available from: <http://stores.ebay.ie/radub>

FAA Models, UK (www.faamodels.co.uk) / Available from **A2Zee Models (UK)**

These are the first two products from this manufacturer:

1:72 FAAM003 Fairey Gannet AS Mk I Bomb Bay Weapons

As an addition to their bomb bay insert (#FAAM002) we reviewed in Issue 20, they have now released this weapons set to go inside it. It comprises two 18in Mk 30 air-dropped torpedoes, the mounting block for the torpedoes and a rack of sonar buoys. These simply fit into the previously released bomb bay insert.

Designed for: Trumpeter kit

Material: R

Price Guide: £4.50

Verdict: We are glad to see FAAModels doing the weapons for the bomb bay, as just using the previous set would have looked a bit odd. This set can be highly recommended to all FAA fans, and our thanks to A2Zee Models for supplying the review sample.

Available from: www.a2zeemodels.co.uk

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

We have quite a varied selection of new items in this range this month:



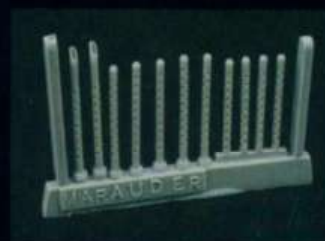
1:48 QB48 103 TBF-1/ TBM-3 Avenger Exhausts

This is a set of two replacement exhaust stacks that are hollow.

Designed for: Accurate Miniatures/
Italeri kits

Material: R

Price Guide: £1.99



1:48 QB48 104 B-26 Marauder Gun Barrels

This is a set of eleven replacement machine gun barrels that are perforated and drilled at the end.

Designed for: Monogram kit

Material: R

Price Guide: £1.99



1:48 QB48 105 F-15D Ejection Seats

This set of replacement ejection seats features all the seat belts, etc. moulded in position, and with the firing handle and canopy breakers as separate parts.

Designed for: Any F-15D kit

Material: R

Price Guide: £3.50



1:32 QB32 027 Fw 190D-9 Gun Barrels

This set of barrels includes those to go in the inboard end of the wheel wells (complete with canvas end covers) plus the machine guns over the engine cowling. Each is hollow at the tip.

Designed for: Hasegawa/Revell kit

Material: R

Price Guide: £1.99

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

Available from: www.quickboost.net



new releases - accessories

The latest from CMK

CMK, Czech Republic (www.cmkkits.com) / Available from Hannants

It has been a while since we featured any CMK products, so here are some of the latest releases:



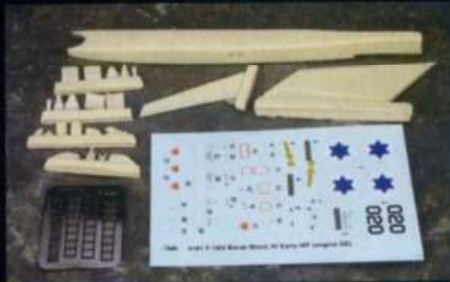
1:72 7129 Meteor Mk 8/9 Exterior Set

This set comprises 18 resin components and these are new tailplanes with separate control surfaces, new ailerons, flaps and the fuel tank, bay and covers aft of the cockpit. The set is suitable for the F Mk 8 and FR Mk 9 kits and some surgery will be required to install these components.

Designed for: MPM & Xtrakit kits

Material: R

Price Guide: £8.20



1:48 4191 F-16D Block 30 Barak Conversion

This is a boxed set made up of 22 resin and 50 photo-etched components, plus decals. Construction is straightforward although the F100 intakes and F100-GE-100 exhaust nozzle have to be used for this version. The resin parts comprise the various sensor 'lumps' and 'bumps', a new vertical fin and the prominent dorsal spine. The photo-etched is mainly restricted to flare, chaff or plain covers for the airframe and dorsal spine but there is also a complete set of static discharge wicks. Decals are included for one machine, '020' of the IAF.

Designed for: Hasegawa kit

Material: R, PE, DEC

Price Guide: £10.70



1:32 5016 Me 262A Interior Set

This set is made up of 18 resin and 43 pre-painted photo-etched components. These build a complete new cockpit tub along with the exposed areas of the underside within the wheel wells. Many of the photo-etched parts are pre-painted and the seat belts are multi-part with belts themselves and the buckles separate. No surgery is required, as everything is a direct replacement for the kit components.

Designed for: Trumpeter kit

Material: R, PE

Price Guide: £13.40



1:32 5017 Me 262A Undercarriage Set

This set consists of 18 resin components, all of which are direct replacements for the nose and main undercarriage bays in the kit.

Designed for: Trumpeter kit

Material: R

Price Guide: £12.50

Verdict: The CMK range is extensive, and all these new additions are of a good quality with excellent levels of detail. They will certainly enhance the intended kit and they can be highly recommended. Our thanks to CMK for the review samples.

Available from: www.cmkkits.com

Quick & Easy Czech Republic (www.cmkkits.com) / Available from Hannants

This is a new range from CMK that offers simple and 'quick' add-on detail parts.



1:72 Q72009 TSR.2 Electronic Bay

This set gives the electronics bay aft of the cockpit on the starboard side along with the separate access door. Surgery will be required to the kit to install this set.

Designed for: Airfix kit

Material: R

Price Guide: £3.40



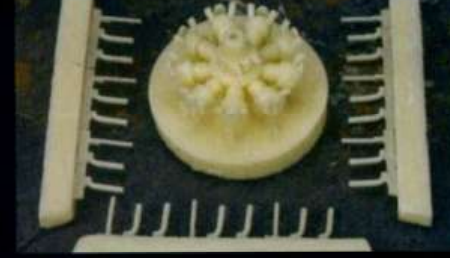
1:72 Q72008 TSR.2 Wheels

This set offers weighted direct replacement main and nose wheels for the TSR.2.

Designed for: Airfix kit

Material: R

Price Guide: £3.40



1:72 Q72010 Bristol Pegasus Engine

This is a nicely detailed engine with the outlets cast with the engine and the inlet pipes as separate components.

Designed for: Various kits

Material: R

Price Guide: £3.40

Verdict: This type of 'quick' update is all the rage of late and this new series from CMK is welcome as it allows straightforward updates at a lower price in time and money than more involved products. The simplicity of these sets means they are an ideal starting point for those with no experience with resin, and a 'must-have' for the accessory box for the more experienced. Our thanks to CMK for the review samples.

Available from: www.cmkkits.com

Fine Molds, Japan (www.sala.co.jp/~fm/) / Available from Model Wholesale Ltd

Fine Molds offer a range of detail parts intended for many of their own kits and this is one of the latest:

1:72 AA-47 Bf 109G/R6 20mm Cannon Barrels

This set of turned brass barrels are direct replacements for the plastic parts in any R4-equipped G-series Bf 109s.

Designed for: Fine Molds kits

Material: BR

Price Guide: £TBA (¥1300)

Verdict: These sets from Fine Molds are superb, but have always been very difficult to obtain outside Japan. With a new UK importer in the form of Model Wholesale Ltd, this has all now changed and we can heartily recommend them to all. Our thanks to Fine Molds for the review sample.

Available from: www.sala.co.jp/~fm/



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Aircraft Highlights

Two Sides to Every Story
US Army pilots hated the plane, and so did the Brits. But in their environment, the Russians proved the Akasaka to be more than capable. Regardless of what you think about the war thing, Hasegawa's new 1/48 kit is sure to please! It's here and shipping now!

Small Scale
Ready for some new challenges? Begin to carry some beautiful accessories, from Walrus, RS 14, in scale and ready to ship - and also to find anywhere else. Check it out!

Sure, She Needs A Facelift
And Fine Molds is oblige, with new tools of the 1/48 Type 95 Model 15, 1/48 Type 95 Model 15 Kato version (both coming in July), 1/72 95 Model 15, and 1/72 95 Model 15-4 (both available now). Get your orders in!

1/48 F-14B Tomcat VF-1
Last Cry

Here "last cry" modellers! As hobby tools, being replaced by 1/48 normal, modellers are being offered special treats in a variety of 1/48 scale.

1/48 50
Nature's Monuments (1/48) the Hasegawa 0020-2 "Wind Breaker" fully detailed port model and national photo-etched seat belts, a complete and

More about 1/48 scale... Enter the Toyland Zone

Hey guys! Over 50,000 products!

Whoa!

new releases - decals

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

Available in UK from: The Aviation Workshop

1:72 MA-72145 RAF B(I) MK 8 & PR MK 9 CANBERRAS PT.I

- B(I) Mk 8, WT332, No.16 Sqn, RAF Laarbruch, 1972 (DG/DSG/LAG)
- B(I) Mk 8, XM208, No.3 Sqn, RAF Geilenkirchen, 1967 (DG/DSG/B)
- B(I) Mk 8, WT339, No.88 Sqn, RAF Wildenrath, 1961 (DG/DSG/B)
- PR Mk 9, XH165, No.13 Sqn, RAF Akrotiri, 1961 (HSS)
- PR Mk 9, XH131, No.39 Sqn, RAF Marham, 2005 (CG)

Colour Key: DG - Dark Green, DSG - Dark Sea Grey, LAG - Light Aircraft Grey, B - Black, HSS - High-Speed Silver, CG - Camouflage Grey, H - Hemp

Designed for: Airfix & Matchbox kits

Price Guide: £13.00

1:72 MA-72146 RAF B(I) MK 8 & PR MK 9 CANBERRAS PT.II

- B(I) Mk 8, WT362, No.14 Sqn, RAF Wildenrath, 1969 (DG/DSG/LAG)
- B(I) Mk 8, XM268, No.16 Sqn, RAF Bruggen, 1963 (DG/DSG/B)
- PR Mk 9, XH175, No.39 Sqn, RAF Wyton, 1979 (DG/DSG/LAG)
- PR Mk 9, XH175, No.1 PRU, RAF Wyton, 1983 (DG/DSG/LAG)
- PR Mk 9, XH135, No.1 PRU, RAF Wyton, 1989 (H/LAG)

• PR Mk 9, XH168, No.39 (I PRU) Sqn, Azraq AB during Operation Telic in 2003 (H/LAG)

• PR Mk 9, XH135, No.38 (I PRU) Sqn, Azraq AB during Operation Telic in 2003 (H/LAG)

• B(I) Mk 8, VX185, prototype, July 1954 (B)

• B(I) Mk 8, XH208, No.3 Sqn, RAF Geilenkirchen, 1960 (DG/DSG/B)

Colour Key: DG - Dark Green, DSG - Dark Sea Grey, LAG - Light Aircraft Grey, B - Black, H - Hemp

Designed for: Airfix & Matchbox kits

Price Guide: £13.00

Verdict: This is another excellent couple of sheets from Model Alliance. The decals are well printed, with perfect register and colour and the instructions with each are very comprehensive. They are both highly recommended, and our thanks to Model Alliance (The Aviation Workshop) for the review samples.



Max Decals, United Kingdom [www.maxdecals.com]

Available from: Manufacturer

1:48 4814 IRISH AIR CORPS SELECTION

- Avro Anson Mk I, '44', 10th October 1939 (DE/DG/B)
- Avro Anson Mk I, '41', circa 1944 (DE/DG/B)
- Avro Anson Mk I, '21', 1938 (LG/S)
- D.H.9, '7', April 1929 - September 1934 (S)
- D.H.9 'D.II' as used between January 1923 and 1930 (LG)

• EC-135 Eurocopter, '270' This is offered in 1:72 and 1:32 as a bonus item (MDG)

Colour Key: DE - Dark Earth, DG - Dark Green, B - Black, LG - Light Green, S - Silver Dope, LG - Light Grey, MDG - Matt Dark Green RAL 6031

Designed for: Classic Airframes (Anson), Roden (D.H.9) and Revell (EC-135) kits

Price Guide: £7.00

Verdict: This is quite an unusual mix of subjects, but the third Anson option is just gorgeous! As always with Max, the sheets are well printed with perfect register and the instructions are comprehensive. This sheet can be highly recommended to all, and our thanks to Max Decals for the review sample.



MAX DECALS

Max4814 Irish Air Corps Selection

This decal sheet includes markings for the following types:

- Avro Anson Mk1 (early) No. 21 Use Classic Airframes kit number 4122
- Avro Anson Mk1 (late) No. 41 Use Classic Airframes kit number 4119
- Avro Anson Mk1 (late) No. 44 Use Classic Airframes kit number 4119
- DH-9 D-8 or DH-9 number 7 Use the Roden kit

Bonus decals in 1:72 and 1:32 scale for the EC-135 helicopter currently in Irish Air Corps service. Use the Revell kit. Sufficient lengths of wing stripes are included to allow the modeller to make both the Anson and a DH-9 or two Ansons. However, the stripes may also be used on many other IAC aircraft as they were used on both upper and lower wings from the 1920's to the early forties and on lower wings only until the mid fifties.



General Instructions:
Warning: These decals are extremely thin so exercise care when applying. For best results they should be applied to glass painted surfaces. Cut a decal with a sharp blade and dip into lukewarm water for a few seconds. Remove from the backing paper carefully slide the decal onto the model, leaving it on a soft tissue or cloth. If you have not positioned the decal gently with water on and around the decal and float it into the correct position. Dry. They can be overcoated with varnish as required. Use with the Microscale decal softening or setting solutions so use their own risk.

References:
Wings over Ireland, Donal MacCarron, Midland Publishing 1999.



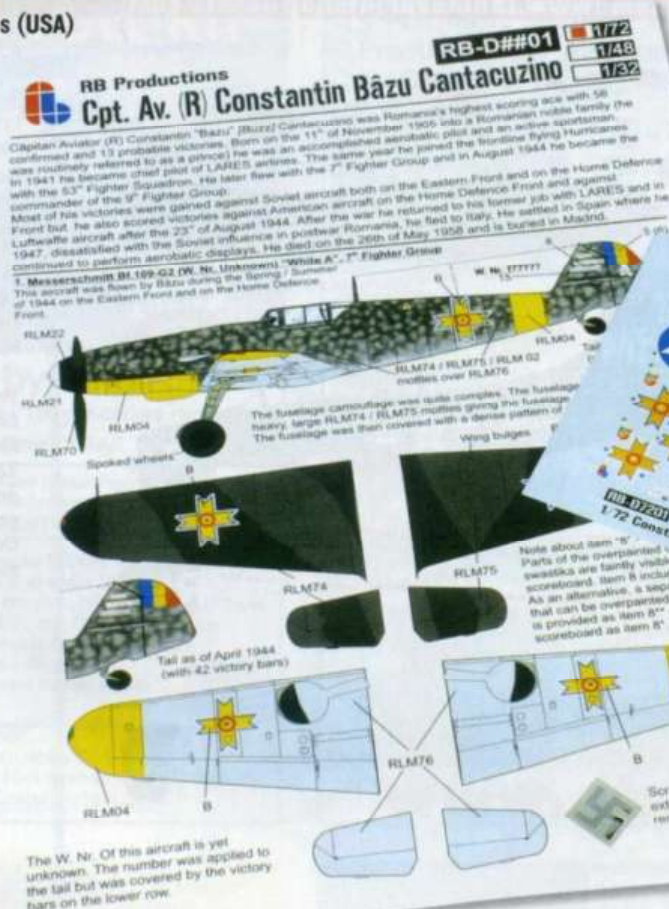
RB Productions, Eire

Available from MDC (UK) and Eagle Editions (USA)

1:72 RB-D#01 BF 109G

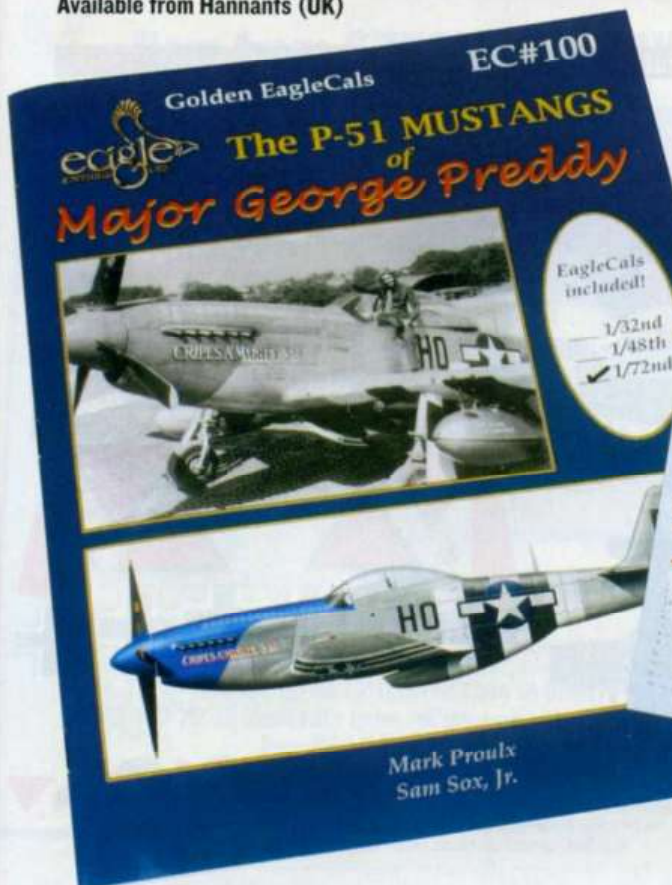
- Bf 109G-2, 'White A', 7th Fighter Group flown by Capt. Av. (R) C.B. Cantacuzino of the Rumanian Air Force (RLM74/75/76)
 - Bf 109G-4, W/Nr.19607, 'White 24', 7th Fighter Group flown by Capt. Av. (R) C.B. Cantacuzino of the Rumanian Air Force in 1943 (RLM74/75/76)
 - Bf 109G-2, 'White 20', 7th Fighter Group flown by Capt. Av. (R) C.B. Cantacuzino of the Rumanian Air Force in 1943 (RLM74/75/76)
 - Bf 109G-6, W/Nr.166139, 'White 31', 9th Fighter Group and flown by Capt. Av. (R) C.B. Cantacuzino on a diplomatic mission from Bucharest to Foggia on 23rd August 1944 (RLM74/75/76)
 - Bf 109G-2, 'White 4', 7th Fighter Group flown by Capt. Av. (R) C.B. Cantacuzino of the Rumanian Air Force in June 1943 (RLM71/76)
- Colour Key:** RLM 71 - Dunkelgrün, RLM 74 - Graugrün, RLM 75 - Grauviolett, RLM RLM 76 - Lichtblau
- Designed for:** Fine Molds or Hasegawa kits
- Price Guide:** £6.00

Verdict: This is an excellent start to RB Production's decal range. The subject is quite unusual and all the options are very colourful, so it can be most highly recommended to all. The sheet is also available in 1:48 and 1:32. Our thanks to RB Productions for the review sample.



EagleCals, USA

Available from Hannants (UK)



1:72 EC#100 CRIPES A' MIGHTY

- P-51B-10, S/No.42-106451, HO-P, 'Cripes A' Mighty', flown by Maj. George E. Predry Jr of the 352nd FG (NM)
- P-51D-5-NA, S/No.44-13321, 'Cripes A' Mighty 3rd', flown by Maj. George E. Predry Jr of the 352nd FG (NM)
- P-51D-15-NA, PE-P, S/No.44-14906, 'Cripes A' Mighty', flown by Maj. George E. Predry Jr of the 352nd FG (NM)
- P-51B, S/No.43-6505, HO-Y, flown by Capt John Bennett of the 352nd FG (OD/NG)

Colour Key: NM - Natural Metal, OD - Olive Drab, NG - Neutral Grey

Designed for: Any P-51B or D kits

Price Guide: \$29.95

Verdict: This is a very impressive sheet that comes with a 24-page booklet charting the history of Predry's aircraft. This includes many period images as well as modern colour profiles, and mixes of Model Master paints are included to match the shade of blue used on the nose of the Bodney-based P-51s. Overall this is a good, albeit very expensive product, that is also available in 1:48 and 1:32. Our thanks to Eagle Editions for the review sample.

new releases - **decals**

Schemes for the Spad and D.XXI

Euro Decals, United Kingdom (www.fantasyprintshop-decals.com)

Available in the UK from: Manufacturer

1:72 ED72-107 KOREAN WAR USMC SKYRAIDERS

- AD-3, BuNo.122743, '21/AK' of VMA-121 based at K-3 (Pohang), Korea, 1951 (GSB)
- AD-2Q, BuNo.122386, '9/RM' of VVMC-1 based at K-6, Korea, December 1952 (GSB)
- AD-3, BuNo.122733, '8/LD' of VMA-212 based at K-3 (Pohang), Korea, 1952 (GSB)

Colour Key: GSB - Glossy Sea Blue

Designed for: Hasegawa, Heller or Airfix kits

Price Guide: £4.11

Verdict: The above sheet is also available in 1:48 (#ED48-107) for £5.99 and thus designed for the Italeri/Eschi, Monogram or Tamiya kits. They are both excellent sheets that are well printed, with good colour instructions, and they can certainly be recommended to all Spad fans. Our thanks to Fantasy Printshop for the review samples.

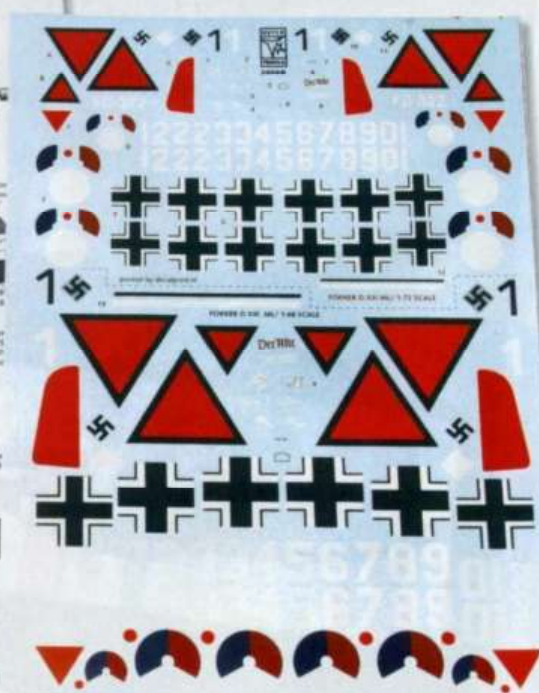
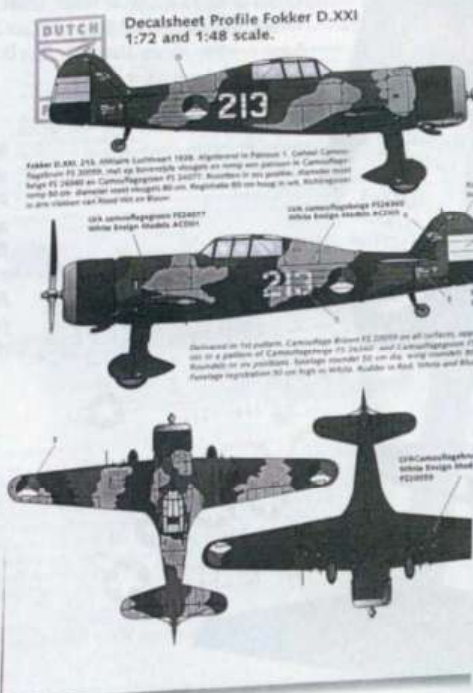
Dutch Profile Publications, The Netherlands [www.dutchprofile.nl]

Available in the UK from: Hannants

DUTCH PROFILE FOKKER D.XXI

- D.XXI, '213', Militaire Luchtvaart, 1938 (CBR/CBG/CBRU)
- D.XXI, '235', Militaire Luchtvaart, 1939/40 (CBR/CBG/CBRU)
- D.XXI, '223', i.e. JaVA, Militaire Luchtvaart, 1939/40 (CBR/CBG/CBRU)
- D.XXI, 'FD-322', LVA/ML/RNEIAF, 1937 (CBRU)
- D.XXI, '231', ex-Militaire Luchtvaart as captured and tested by the Luftwaffe in 1940 (CBR/CBG/CBRU)
- D.XXI, '227', Militaire Luchtvaart, 1939 (CBR/CBG/CBRU)
- Messerschmitt Bf 109E-4, 'Black 1' of 4/JG186 and shot down by Lt J van Overvest on the 10th May 1940 (RLMO2/71/65)
- 4 J f c < VJ > CBR - Camouflagebeige FS26360, CBR - Camouflagegroen FS24077, CBRU - Camouflagebruin FS20059, RLM 02 - Grau, RLM 65 - Hellblau, RLM 71 - Dunkelgrün
- 5 YdXZ_VU W c-MPM [1:72] or Classic Airframes [1:48] kits
- A cZV 8 f ZUV > STBA

Verdict: As with previous releases in this series, this new sheet has both 1:72 and 1:48 options on it and although all the profiles on the instructions are only in black and white, full-colour versions are in the book that is available separately to complement this sheet. For anyone interested in the air war over Holland in the early stages of WWII this new sheet is a must, and our thanks to Dutch Profile Publications for the review sample.



books

Calling all Publishers and Authors

If you would like to have your

modelling titles reviewed here, send
we will be delighted to review them**Merlin PR Spitfires**

by W. Matusiak

Ventura Publications

ISBN: 0-9582296-2-7

Price Guide: £9.99

- Classic Warbirds No.10
- 64-page, A5, laminated card cover
- English

+ For those of you not familiar with the Classic Warbirds series from Ventura they are concise monographs that combine narrative with a good mix of period images, some of which in this instance are in colour, and a few colour profiles. This study of PR Spitfires looks at the development of the type in chronological order, starting with the 'Cotton Club' modifications (PR Type A, B and C), followed by the PR Type F as used by the PRU and then the low-level PR Type E, G and H (PR Mk XIII). The first versions produced from the outset for PR, the PR Type D and PR Mk IV are covered next, with a final look at the PR Mk IX and later variants plus post-war operations in Europe by the likes of The Netherlands and Denmark etc. Throughout there is a good mix of period images thrown in, a number of which are in colour, and there are six pages of colour profiles.

Verdict: Spitfire books come and go, but this one is interesting in that it deals specifically with the PR use of the type and includes a good amount of information coupled with some useful and quite unusual images. It is highly recommended to all Spitfire fans.

RATING 8/10

SUPPLIED BY: THANKS TO MUSHROOM MODEL PUBLICATIONS

**Rotorcraft of the Third Reich**

by R. Witkowski

Mushroom Model Publications

ISBN: 978-83-89450-43-2

Price Guide: £13.99

- Red Series No.5109
- 144-page, A5, laminated card cover
- English

+ Unlike some of the other titles produced by this publisher, this one combines a narrative with lots of period images, some scale plans and colour profiles; there are no walk-around images of preserved examples simply because, apart from the Fa 330, none exist! The narrative starts by looking at the three main names involved with helicopter development in Germany; Flettner, Focke and Rieseler. This is followed by sections looking at specific designs, namely the Fi 282 Kolibri, Fa 223 Drache and Fa 330 Bachstelze. Some of the projects get coverage next with the Doblhoff, NR series, Fa 225, Fa 284, Fa 325, Fa 354 Triebflügel, Fa 269 and Fa 283. The final chapter looks at 'echoes', post-war developments that were a direct copy of or developed from German WWII rotorcraft technology. The rest of the title is made up of thirteen pages of colour profiles then a small selection of images of preserved machines, mainly the Fa 330, but also the Fi 265 V20 frame at the Midland Air Museum. Readers in the UK and Europe can obtain a copy for £15.00 (inc. P&P) from the publisher, while in the USA it is stocked by MMD (Squadron) and by Platypus Publications in Australia.

Verdict: The Fi 265, Fa 223 and Fa 330 have all been produced in kit form, so this is an extremely useful guide for the modeller. It also holds a lot of information for Luftwaffe enthusiasts and can therefore be highly recommended.

**RATING 9/10**

SUPPLIED BY: THANKS TO MUSHROOM MODEL PUBLICATIONS Ltd

Fairey Gannet

by M. Ovcacik & K. Susa

4+ Publications

ISBN: 80-86637-04-4

Price Guide: £14.95

- Post War Wings Line
- 36-page, A4, laminated card cover
- English

+ This series should need no introduction, as it has set the standard for detailed aircraft monographs for many years now. This latest addition covers the anti-submarine and strike versions of the Gannet (AS Mk I & 4). The first three pages contain the narrative history, complete with technical specifications etc. The remainder of the title is photographic, combining a mass of period images with modern walk-around shots of various preserved examples around the world. As always, this coverage is extensive, and should leave you in no doubt as to how the Gannet was built and equipped. There are a couple of pages of colour artwork dotted about and there is a set of excellent 1:72 scale plans as a separate fold-out. As usual there is good coverage at the end of the title that dealing with the armament and equipment used by the type.

Verdict: With the new Trumpeter kit and one due from Revell later in the year, this title could not have been timed better. It is highly recommended to all FAA enthusiasts and to anyone with the Gannet in their 'to do' pile.

**RATING 10/10**

SUPPLIED BY: THANKS TO MARK I Ltd



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newslane

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

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

News - Just Released

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

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
A-J Model	1:72	72001	IM	PZL W-3T Sokol	£13.40	NT
AML	1:72	72043	IM/R/PE	Nakajima Ki-43-II kai Hayabusa	£12.99	NT
Anigrand Craftworks	1:72	2073	R/VF	Myasishchev M-17 Stratosfera	£38.30	NT
Attack	1:144	14412	IM	MiG-21SMT	£5.99	NT
AZ Model	1:72	72003	IM/PE	Reggiane Re.2003	£12.55	NT
AZ Models	1:72	72023	IM/R/PE	Avro 621 Tutor 'Civil'	£14.30	NT
AZ Models	1:72	72024	IM/R/PE	Avro 621 Tutor 'RAF'	£14.30	NT
Azur	1:72	A028	IM/R/PE	Dassault MD-312/315 Flamant	£17.70	NT
Classic Airframes	1:48	4114	IM/R	Dornier Do 17Z 'In Finnish Service'	£42.50	NT
Classic Airframes	1:48	4121	IM/R	Avro Anson Mk I 'Post war'	£37.50	RE
CMR	1:72	178	R	V.S. Spitfire Mk VII/HF Mk VII	£26.99	NT
Czech Models	1:32	32001	IM/R	Brewster F2A-3 Model 339-23 Buffalo	£59.99	RE
Dragon	1:144	4582	IM	Panavia Tornado F Mk 3 'No.56 Sqn'	£8.50	RE
Dragon	1:72	4503	IM/PE	Lockheed P-38 'Pathfinder'	£16.50	RT
Dragon	1:48	5552	IM/PE	Heinkel He 162D	£23.99	RT
Eduard	1:48	08192	IM/PE	Avia B.534 Serie IV	£15.50	NT
FE Resin	1:144	14476	R/VF	Saab J-29B Tunnan	£15.75	NT
FE Resin	1:144	14477	R/VF	Avia CS-199	£13.65	NT
FE Resin	1:144	14478	R/VF	Messerschmitt P.1101 'Nachtjäger'	£13.65	NT
FE Resin	1:144	14480	R/VF	Saab J-29F Tunnan	£15.75	NT
Hasegawa	1:72	00834	IM	McDD F-4J/S 'USS Midway Low Vis'	£17.99	RE
Hasegawa	1:72	00838	IM	McDD RF-4E 'AG51 Immelman Special'	£17.99	RE
Hasegawa	1:72	00839	IM	N.A. B-25J Mitchell 'Foreign Air Force'	£23.99	RE
Hasegawa	1:72	00840	IM	Lockheed SR-71A Blackbird 'NASA'	£18.99	RE
Hasegawa	1:72	00841	IM	McDD F-15E Strike Eagle 'Iraqi Freedom'	£16.99	RE
Hasegawa	1:72	00843	IM	Douglas AD-6 Skyraider 'VA-85 Black Falcons'	£13.99	RE
Hasegawa	1:72	00844	IM	Boeing/McDD F/A-18F 'Low Visibility Part 2'	£13.99	RE
Hasegawa	1:72	00845	IM	Mitsubishi Karigane [Kamikaze and Asakase]	£13.99	RE
Hasegawa	1:48	09734	IM	McDD F-4F Phantom II 'Holloman AFB'	£23.99	RE
Hasegawa	1:48	09735	IM	Douglas A-4SU 'Singapore Air Force'	£19.99	RE
Hasegawa	1:48	09736	IM	Boeing/McDD F/A-18E 'Low Visibility'	£32.99	RE
Hasegawa	1:48	09737	IM	Lockheed TF-104G Starfighter 'Boelcke Special'	£17.99	RE
Hasegawa	1:48	09738	IM	Bell P-400/P-39D Airacobra 'Pin-up Girl'	£16.99	RE
Hasegawa	1:48	09739	IM	Messerschmitt Bf 109G-6 'Eyeball'	£16.99	RE
Hasegawa	1:48	09740	IM	Curtiss P-40N Warhawk '15,000th Anniversary'	£16.99	RE
Hasegawa	1:48	09741	IM	Nakajima Ki-27 Type 97 'Nomonghan Aces'	£16.99	RE
Hasegawa	1:48	X4811	IM	'Follow Me' Willys Jeep	£11.99	NT
Hasegawa	1:32	ST27	IM	Republic P-47D Thunderbolt	£29.99	NT
Hobby Boss	1:72	87214	IM	Eurocopter EC-665 Tiger	£8.99	NT
Hobby Boss	1:72	87216	IM	Sikorsky UH-60A Blackhawk 'Gulf War 1991'	£8.99	NT
Hobby Boss	1:48	80322	IM	McDD F/A-18D Hornet	£25.99	RT
Italeri	1:48	2666	IM	Sikorsky MH-60K Blackhawk 'SOA'	£12.99	NT
Mirage Hobby	1:48	48133	IM/PE	PZL P.23B Karas	£29.99	RE
MPM	1:48	48041	IM/R	Petlyakov Pe-2	£29.55	RE
Pavla Model	1:72	72065	IM/R	Dewoitine D.510	£15.50	NT
Planet Models	1:48	134	R/VF	V.S. Seafire Mk 45	£44.60	NT
RVHP	1:72	72181	R/VF	Fairchild-Swearingen SA 227TT Merlin 300	£45.99	RT
South Front	1:72	72001	IM	Mil Mi-26	£47.50	NT
Special Hobby	1:72	72036	IM/R	Fiat CR.25	£16.70	RE
Special Hobby	1:72	72074	IM/R	Avro Anson Mk I	£17.70	NT
Special Hobby	1:72	72117	IM/R	Heinkel He 100 V8 'World Speed Record'	£11.20	RT
Special Hobby	1:72	72156	IM/R/PE	Messerschmitt Me 264 with BMW 801 engines	£33.80	RT
Special Hobby	1:72	72157	IM/R	Mitsubishi Ki-83 'Hi-tech'	£19.30	RT
Special Hobby	1:48	48066	IM/R	Fiat G.55 Sottoserie O	£19.99	NT
Special Hobby	1:48	48050	IM/R	Blackburn Roc Mk I	£20.99	RT
Special Hobby	1:48	48056	IM/R/PE	Blackburn Skua Mk II 'Norwegian Campaign'	£20.99	NT
Special Hobby	1:32	32015	IM/R	Nieuport Ni.II Bébé 'French Aces'	£25.70	NT
Trumpeter	1:32	02232	IM/PE	N.A. F-100D Super Sabre	£79.99	NT
Trumpeter	1:32	02255	IM	Grumman F4F-3 Wildcat 'Early'	£29.99	RT
Trumpeter	1:32	02260	IM	Messerschmitt Me 262A-1a 'Heavy Armament'	£42.99	RT



A-J Model #72001 PZL W-3T Sokol

CMR #178 V.S. Spitfire Mk VII/HF Mk VII
HEINKEL He 162D

Dragon #5552 Heinkel He 162D



Hasegawa #00839 N.A. B-25J 'Foreign Air Force'

Hasegawa #09738 P-400/P-39D
'Pin-up Girl'

Italeri #2666 Sikorsky MH-60K 'SOA'



Planet Models #134 V.S. Seafire Mk 45

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
Academy	1:72	12412	IM	F-8J Crusader 'US Navy' [Ltd Edition]	¥2600	RE July 2007
Academy	1:72	12413	IM	B-29A Superfortress [Ltd Edition]	¥5000	RE July 2007
Classic Airframes	1:48	TBA	IM/R	Bristol Blenheim Mk I	£TBA	RE
Classic Airframes	1:48	TBA	IM/R	Bristol Blenheim Mk IV	£TBA	RE
Classic Airframes	1:48	4134	IM/R	Messerschmitt Bf 109D 'Mölders'	£TBA	RE
Classic Airframes	1:48	4139	IM/R	Martin 187 Baltimore	£TBA	NT
Dragon	1:72	2501	IM	Mil Mi-28 Havoc	¥1400	RE July 2007
Dragon	1:72	5024	IM	F4F-4 Wildcat with Carrier Deck	¥2200	RE August 2007
Dragon	1:48	5506	IM	Focke-Wulf Fw 190A-5 Special	¥3600	RE August 2007
Dragon	1:48	5512	IM	Messerschmitt Me 262B-1a with engine	¥3500	RT August 2007
Dragon	1:48	5513	IM/PE	Junkers Ju 88A-6 with balloon cutting device	¥4500	RT August 2007
FE Resin	1:144	14479	R/VF	Dassault Mirage III CJ	£22.00	NT
Hasegawa	1:72	00852	IM	Junkers Ju 88C-6 'Nachtjagdgeschwader'	£TBA	RT July 2007
Hasegawa	1:72	00850	IM	Avro Lancaster 'Postwar'	£TBA	RT July 2007
Hasegawa	1:72	00853	IM	Boeing-McCDD F/A-18F 'VFA-103 Jolly Rogers'	£TBA	RE July 2007
Hasegawa	1:72	00854	IM	Mitsubishi G4Mi Model II 'Repulse Attack'	£TBA	RE July 2007
Hasegawa	1:72	00855	IM	McCDD F-4J Phantom II 'CAG Bird'	£TBA	RE July 2007
Hasegawa	1:48	X4812	IM	Willys MB Jeep	£TBA	RT July 2007
Hasegawa	1:48	09749	IM	Lockheed F-104 Starfighter 'Red Baron'	£TBA	RE July 2007
Hasegawa	1:48	09747	IM	McCDD AH-64 Apache Longbow 'JGSDF'	£TBA	RE July 2007
Hasegawa	1:48	09752	IM	Douglas A-4M 'VMA-131 Diamondbacks'	£TBA	RE July 2007
Hasegawa	1:32	ST28	IM	Kawasaki Ki-61-I Hien	£24.99	NT July 2007
Hobby Boss	1:72	80233	IM	T-6G Texan	¥900	NT July 2007
Hobby Boss	1:72	80234	IM	P-39N Airacobra	¥900	NT July 2007
Hobby Boss	1:72	80235	IM	Morane-Saulnier MS.406	¥900	NT July 2007
Hobby Boss	1:72	80236	IM	Lavochkin La-7	¥900	NT July 2007
Hobby Boss	1:72	80237	IM	Dewoitine D.520	¥900	NT July 2007
Hobby Boss	1:72	80238	IM	Messerschmitt Me 163B Komet	¥900	NT July 2007
Hobby Boss	1:72	80239	IM	Heinkel He 162A Salamander	¥900	NT July 2007
Hobby Boss	1:72	80240	IM	P-39Q Airacobra	¥900	NT July 2007
Hobby Boss	1:48	87201	IM	A-7A Corsair II	¥3000	NT July 2007
Hobby Boss	1:48	87209	IM	TA-7C Corsair II	¥3000	NT July 2007
ICM	1:72	72301	IM	Dornier Do 215B-4	£9.99	NT
ICM	1:48	48066	IM	Spitfire LF Mk IXe 'Soviet Air Force'	£9.99	RE
Planet Models	1:72	160	R	GAL Hamilcar Mk X	£60.70	N
Planet Models	1:72	196	R	Messerschmitt M.20B-2	£46.40	NT July 2007
Planet Models	1:72	198	R/VF	SIAM-Marchetti SF-260	£24.99	NT July 2007
Revell	1:72	04328	IM	Albatros D.III	£2.99	NT July 2007
Revell	1:72	04352	IM	SAAB J-35J Draken [Ex-Hasegawa]	£8.99	RE July 2007
Revell	1:72	04323	IM	RAF S.E.5a	£2.99	RE August 2007
Revell	1:48	04502	IM	N.A. F-86D Sabre Dog [Ex-Monogram]	£14.99	RE August 2007
Revell	1:48	04504	IM	Republic F-105G Thunderchief [Ex-Monogram]	£14.99	RE July 2007
Revell	1:32	04709	IM	D.H. Sea Venom FAW Mk 22 [Ex-Matchbox]	£14.99	RE August 2007
Roden	1:48	426	IM	RAF B.E.2c	£18.99	RT
RS Models	1:72	92026	IM	Dornier Do 17P 'Westfront'	£32.50	RE
Special Hobby	1:72	72075	IM/R/PE	CH-37 Mojave	£TBA	NT June 2007
Special Hobby	1:72	72088	IM/R/PE	Nardi FN.305 'Luftwaffe & Rumania'	£TBA	NT June 2007
Special Hobby	1:72	72093	IM	Lockheed PV-2 Harpoon 'US Navy'	£TBA	NT
Special Hobby	1:72	72146	IM/R/PE	N.A. F-86K 'Sabre Dog with guns'	£TBA	RT June 2007
Sweet	1:144	14117	IM	P-51B/C POW Mustang	¥1000	RE July 2007
Tamiya	1:48	89729	IM	Mig-15bis 'Clear Edition' & GAZ-67B	¥2800	RE July 2007
Trumpeter	1:72	01617	IM	F-105D Thunderchief	¥2800	NT August 2007
Trumpeter	1:72	01626	IM	Vickers Wellington Mk Ic	¥3600	NT August 2007
Trumpeter	1:72	01631	IM	Hawker Sea Fury FB.II	¥2800	NT August 2007
Trumpeter	1:32	02256	IM	Grumman F6F-3 Hellcat	¥7800	NT August 2007
Trumpeter	1:32	02258	IM	Grumman F6F-3N Hellcat Night Fighter	¥7800	NT August 2007
Trumpeter	1:32	02262	IM	Republic P-47D Razorback	¥12000	NT July 2007
Trumpeter	1:32	02830	IM	Mig-3 'Early Type'	¥2800	RT August 2007
Zvezda	1:48	4801	IM	Lavochkin LA-5FN	¥2400	NT August 2007



Classic Airframes Bristol Blenheim Mk I



Hasegawa #00850 Avro Lancaster 'Postwar'



Hasegawa #09749 Lockheed F-104 'Red Baron'



Hasegawa #ST28 Kawasaki Ki-61-I Hien



ICM #72301 Dornier Do 215B-4



Roden #426 RAF B.E.2c



Special Hobby #72093 Lockheed PV-2 Harpoon 'US Navy'



Zvezda #4801 Lavochkin LA-5FN

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Letter of the Month

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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.

HARRIER & SEA HARRIER C&M

Dear Richard

Here are some clarifications and corrections to the Harrier and Sea Harrier (SHAR) drawings and captions on pages 40 and 41 of the May 2007 issue of Model Airplane International...

All Harrier and SHAR front nozzles were painted at this time: those on the GR.3s being Dark Sea Grey or Dark Green to fit the camouflage pattern (it's not uncommon to see DSG nozzles on the DG side!); those on SHARs being Extra Dark Sea Grey or Medium Sea Grey depending on their main airframe colour.

All SHAR lower fuselage stencils - trestle and nozzle markings, etc. - were black at this period, not white, on both the EDSG and MSG/BG SHARs. FRS.1s did not have the static discharge plate on the nose below the yaw vane fitted to FA.2s. It is shown in the drawings as a small aluminium 'square', ahead of a prominent square-ish access panel.

On the Extra Dark Sea Grey SHARs the ejection seat triangles are all incorrect in style and size, except for XZ457/14, which was an oddball in this respect and is correct, except that the triangles on both sides contained no EJECTION SEAT lettering. On the other SHARs these should be red versions of the triangles on the MSG/BG SHARs.

The Medium Sea Grey SHARs had Barley Grey (BS4800:18B.21 - Humbrol 167, Xtracolor X017, Gunze Sangyo 334), not mixed grey, undersides. The MSG/BG SHARs' pylons had no explosive release triangles. There were no pale red Xs and lines were around the central engine bay panels. The cockpit rescue arrows were not yellow but were a pale blue arrow outline either side of the original black RESCUE on a yellow ground, outlined top and bottom in black. The canopy opening stencils on both sides of the nose were also pale blue. The ventral fin radar altimeter aerials were both light tan, not dark brick red.

'Kill' markings - were applied sometime after the end of hostilities and before the Hermes Air Group SHARs returned to the UK. It is rumoured that kill markings were applied to the 801 NAS SHARs on Invincible but no photos have been published to confirm this.

GR.3s

XZ963/14 - should have yellow 14s on the front of both outriggers. Yellow outrigger codes were carried by all the GR.3s involved.
XW767/06 - had yellow not white 06s on the outriggers and should have red 06s on the fin above the flash.

FRS.1s

XZ496/27 - the MSG rudder and port front nozzle were replacements fitted late in the war, the former probably from the MSG/BG FRS.1
XZ499/99, which carried an EDSG rudder at the same time.

XZ495/003 - had the 3 in white on the starboard outrigger only, as did all 801 NAS SHARs.

ZAI76/76 - the kill markings indicate that this is how ZAI76 looked on her return to the UK on 19-Jul-82. The 809 NAS 'Phoenix' from the flames' fin markings were over-painted in MSG when the aircraft joined the Hermes Air Group on 18-May-82. The 4" high serials on the ventral fin are correct for ZAI76/76.

ZAI77/77 - the same comments apply as those above with ZAI76/76. The dark green tank is correct for her return to the UK on 19-Jul-82. The serials on this SHAR are in the correct higher location but are too large, they should be 3" high not 4" high.

ZAI90/009 - the drawing has the serial as XAI90...! The roundels on ZAI90 should be the same shades as ZAI77 and ZAI76.

Again the serial should be only 3" high. The starboard outrigger carried the a white number 9, as per XZ495/003 above.

XZ455/000 - this aircraft spent the war period on Hermes as black 12, similar to XZ457/14. It transferred directly to Invincible's 801 NAS on 02-Jul-82, being over-sprayed EDSG and recoded 000. In this guise she returned to the UK on Invincible on 17-Sep-82.

ZAI93/93 - the 93 side codes were roundel blue not black.

This SHAR was taken up from reserve and, as part of the Hermes Air Group, was used by the combined 800/899 NAS on Hermes. I hope that helps you and all modellers out.

Nick Greenall

HARRIER SPECIAL INTEREST GROUP

IPMS(UK) <http://harrier.hyperlinx.cz>

Ed Says: Thanks Nick, a comprehensive update!

Both Richard Caruana and myself feel that revisions to the published drawings are not necessary, as the above revisions would be negligible because the difference between 3 and 4in codes for example in that scale would be next to impossible to determine. The above comments are therefore published in their entirety for the benefit of our readership.

CAMOUFLAGE MASKS

Hi, - I noticed in this months "Last Word" of Model Airplane International (April 2007) that you had a Junkers 88 with mottling camo that had been applied with template masks. Are these masks available for purchase from hobby stores or were they home made, and if so how do you make them?
Many thanks Paul Hughes, UK

Ed Says: Hi Paul, the masks are commercially available photo-etched brass. If memory serves me correctly, those on show were the Eduard examples XF567 and XF568. These are, we believe, no longer in production but note that Hannants here in the UK have limited stock still available. Visit them

at www.hannants.co.uk and use their search facility to find these products.

last word

NEW LEASE OF LIFE

It was a pleasure to see with regard to modelling, but not all right, as you have a number of new and improved products on the shelves that we can all use.

A new lease of life has been given to the old Junkers 88 by the addition of a new set of camouflage masks. These are available in two versions, one for the Junkers 88 and one for the Junkers 88A. The masks are made of photo-etched brass and are available in two versions, one for the Junkers 88 and one for the Junkers 88A. The masks are made of photo-etched brass and are available in two versions, one for the Junkers 88 and one for the Junkers 88A.

EDITOR'S CHOICE

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EXCELLENT MAGAZINE

Just recently stumbled on to your MAI and was overjoyed to once again see REAL art by a REAL artist, Richard Caruana. When he disappeared from the masthead of that 'other' publication I quit buying it. Who needs "goth" profiles done in black ink! My best to your staff and Mr. Caruana from a Yank senior citizen builder who wishes I could build 'em as fast as Richard produces such gorgeous art! I hate to use an old cliché, but please do keep up the GOOD WORK!

Dave Rider, USA

Ed Says: Thanks Dave, we all enjoy having Richard on the team and his artwork adds an extra dimension that makes MAI each month.

HISTORICAL FEATURE



25th ANNIVERSARY

THE FALKLANDS WAR - 25 YEARS AGO

"I counted them all out, and I counted them all back in again", yes it really is 25 years!

The event that triggered the conflict in the South Atlantic was the occupation of South Georgia by Argentina on the 15th March 1982. This was followed by the occupation of the Falklands from the 2nd April and ended with the Argentinians

forcing surrender on the 14th June 1982. Although described by most as a "war", it was more in fact defined by either side throughout the conflict. The British naval task force engaged the Argentinian Navy and Air Force and retaken the islands by amphibious assault

in a conflict that resulted in 255 British and 649 Argentine deaths. Considered by Argentina as "reoccupation of its own territory" and seen by Britain as an invasion of a British dependency it is still the most recent invasion of British territory.

Sea Harrier GR Mk 1, 22001/14, No. 1 Squadron, Royal Naval Air Station, HMS Invicta, HMS Hermes. Wing around HMS Invicta with Sea Harrier GR Mk 1s and Sea King Mk 14s.



Sea Harrier GR Mk 1, 22001/14, No. 1 Squadron, Royal Naval Air Station, HMS Invicta, HMS Hermes. Wing around HMS Invicta with Sea Harrier GR Mk 1s and Sea King Mk 14s.



Sea Harrier GR Mk 1, 22001/14, No. 1 Squadron, Royal Naval Air Station, HMS Invicta, HMS Hermes. Wing around HMS Invicta with Sea Harrier GR Mk 1s and Sea King Mk 14s.



Sea Harrier GR Mk 1, 22001/14, No. 1 Squadron, Royal Naval Air Station, HMS Invicta, HMS Hermes. Wing around HMS Invicta with Sea Harrier GR Mk 1s and Sea King Mk 14s.



Sea Harrier GR Mk 1, 22001/14, No. 1 Squadron, Royal Naval Air Station, HMS Invicta, HMS Hermes. Wing around HMS Invicta with Sea Harrier GR Mk 1s and Sea King Mk 14s.



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Sea Harrier GR Mk 1, 22001/14, No. 1 Squadron, Royal Naval Air Station, HMS Invicta, HMS Hermes. Wing around HMS Invicta with Sea Harrier GR Mk 1s and Sea King Mk 14s.



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Sea Harrier GR Mk 1, 22001/14, No. 1 Squadron, Royal Naval Air Station, HMS Invicta, HMS Hermes. Wing around HMS Invicta with Sea Harrier GR Mk 1s and Sea King Mk 14s.



Sea Harrier GR Mk 1, 22001/14, No. 1 Squadron, Royal Naval Air Station, HMS Invicta, HMS Hermes. Wing around HMS Invicta with Sea Harrier GR Mk 1s and Sea King Mk 14s.



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HISTORICAL FEATURE



DON'T MISS A THING...



Issue 1 - August '05

- Roden 1:32 Fokker D.XI
- Sword 1:48 Northrop T-38 Talon
- Trumpeter 1:32 MG-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 SB2U-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-16CG/J Fighting Falcon
- MPM 1:48 Aero L-39ZA Albatross
- Hasegawa 1:72 Avro Lancaster B Mk VIII
- Techniques - Painting Effects
- » and more...



Issue 5 - December '05

- Academy 1:48 Kawasaki-Ventol KV-107-4-5
- Trumpeter 1:32 Messerschmitt Me 262A-1a
- Academy 1:32 McDonnell F4U Corsair
- 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 F4U Corsair
- A-7 Corsair II by Richard J. Caruana
- Trumpeter 1:48 Focke-Wulf Fw 200 Condor
- » and more...



Issue 8 - March '06

- Battleaxe 1:32 Albatross D.III
- Trumpeter 1:48 MG-19S
- HMS Blenheim - 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 N.11
- Hawker-Siddeley 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 A6M Zero
- 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
- MDC 1:32 Hawker Typhoon Mk. II
- McDonnell F-4J Phantom by Richard J. Caruana
- Airfix 1:72 BAC TSR.2
- Techniques Guide - Paint Chips
- » and more...



Issue 12 - July '06

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



Issue 13 - August '06

- Academy 1:48 Sukhoi Su-26 Super Stallion
- Eduard 1:48 Fokker D.VIII
- Academy 1:72 LTV F-8E Crusader
- Grumman F6F Hellcat by Richard J. Caruana
- Tamiya 1:48 He 162A-2
- » and more...



Issue 14 - September '06

- Hasegawa 1:48 TF-104G Starfighter
- Italeri 1:72 A-26K Invader
- Trumpeter 1:32 Dauntless
- Suez Crisis 50th Special by Richard J. Caruana
- Classic Airframes 1:48 Sea Hawk and Meteor NF.11/13 & Special Hobby 1:72 Sea Hawk
- » and more...



Issue 15 - October '06

- Eduard 1:48 Polikarpov I-16
- Trumpeter 1:35 CH-47A
- Special Hobby 1:72 Bristol Beaufort
- Fiat CR.32 by Richard J. Caruana
- Fisher Model & Pattern 1:32 Grumman Cougar
- » and more...



Issue 16 - November '06

- Hasegawa 1:48 Gates Learjet
- Trumpeter 1:48 Vickers Wellington Mk. Ic - Part 1
- Eduard 1:48 Fokker E.V. (D.VIII)
- Canard Sabre in RAF Service by Richard J. Caruana
- Kuper 1:48 Sukhoi Su-26M-4
- » and more...



Issue 17 - December '06

- Hasegawa 1:48 Bell P-400
- Hasegawa 1:72 Ju 88A-4
- Trumpeter 1:48 Vickers Wellington Mk. Ic - Part 2
- Bell P-39P-400 Airacobra by Richard J. Caruana
- Tamiya 1:32 Mitsubishi A6M5 Zero
- » and more...



Issue 18 - January '07

- Revell 1:48 Eurofighter Typhoon
- Italeri 1:72 Lockheed Hudson
- Eduard 1:48 Focke-Wulf Fw 190A-8
- Curtiss SB2C Helldiver by Richard J. Caruana
- Roden 1:48 OV-10A Mohawk
- » and more...



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- Revell 1:32 Hunter F Mk 6
- Lockheed T-33 by Richard J. Caruana
- Tamiya 1:32 A6M2 Zero
- » and more...



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- » and more...



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- Techniques Guide - Canopies
- Curtiss P-40N Warhawk by Richard J. Caruana
- Hasegawa 1:48 A-7H Corsair II
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- Revell 1:72 Hunter F Mk 6
- Falklands War 25th Anniversary Special by Richard J. Caruana
- Aerotech 1:32 D.H.88 Comet
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- Trumpeter 1:72 Gannet T Mk 2
- Pavia Models 1:72 Gladiator
- » and more...

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next issue

So, what have we planned for next month's edition? On Sale 23rd August 2007

Small-scale Schwarm

Jamie Haggo makes some of Fine Molds' stunning little 1:72 Bf 109G & Ks

Henschel Hs 123

Richard J. Caruana looks at this WWII Luftwaffe spotter

Swashbuckler

Ian Ruscoe builds and updates the 1:32 A-7E Corsair from Trumpeter

Night Stalker

Zvezda's new 1:72 Junkers Ju 88G-6 by Rev. John C. McIlmurray

Fisher's Fury

John Wilkes takes a look at building the 1:32 Sea Fury from Fisher Models

Richard J. Caruana colour profiles with all our main features

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

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THE NEXT ISSUE OF MODEL AIRPLANE INTERNATIONAL IS ON SALE 23rd AUGUST 2007

last word

Quick Tip

The easy way to create realistic paint chips on your models

Having offered something a little different back in Issue 23 I thought I would continue the trend with another of our quick tips, this time supplied by ever-resourceful MAI contributor Jamie Haggo.

Richard A. Franks
Editor, Model Airplane

PAINT CHIPS

By trial and error I have come up with a neat way of simulating paint chips and scratches. You are probably aware of the technique of undercoating an airframe or component with your favourite natural metal finish, adding Maskol or equivalent, painting the camouflage and then rubbing off the masking fluid revealing paint chips.

This works well, however it can be time consuming and there is little control. If it's not right first time you have to strip or overpaint and start again. This modified technique has the advantage because there is more control.

THINGS TO DO...

The event season starts to pick up again after the summer break and before our next edition there are a number of shows worth considering. IPMS Leicester will hold 'The Great Midlands Kitswap' on the 5th August [Contact Phil Middleton on 01162 867107], while Woodchurch Aerodrome has an airshow, fly-in and model show on the same day [contact bobgayler@woodchurchwarbirds.com]. The excellent Avon IPMS Show at Yate Leisure Centre is on the 19th August [contact ipmsavon@aol.com] as is the collectors' fair and fly-in at Redhill Aerodrome [visit www.redhillairshow.co.uk]. For those of you abroad in Europe the International Open Meeting of Modellers at the Area Shooting Range, ASS Dukla Pilsen-Lobzy in the Czech Republic [www.pilsenkit.cz] will be held on August 25th.

EDITOR'S CHOICE

Fighter Figures

Eduard has recently released this excellent set of new figures in 1:48. They depict RAF Fighter Command pilots from the early part of WWII and each is moulded either running to, or climbing aboard their waiting aircraft.

The set also has a couple of groundcrew figures as well, although strangely none of the stances shown on the box top really exist with the figures inside? Overall detail, proportions and facial expressions are very good and this set should be on general release by the time you read this. UK distributors for the Eduard range are Hannants and LSA Models and the price for this set will be £7.50.



I use Citadel acrylic paints but you can use anything. Make sure the paint isn't too thick though or you may spoil the effect, as the paint will build up giving a pebbly effect. I mix Chainmail Silver with Codex Grey. You can also add white or black giving an appropriate contrast with the base colour



Dip a sponge (I use a piece ripped from camera packaging) into the thinned paint then dab off the excess



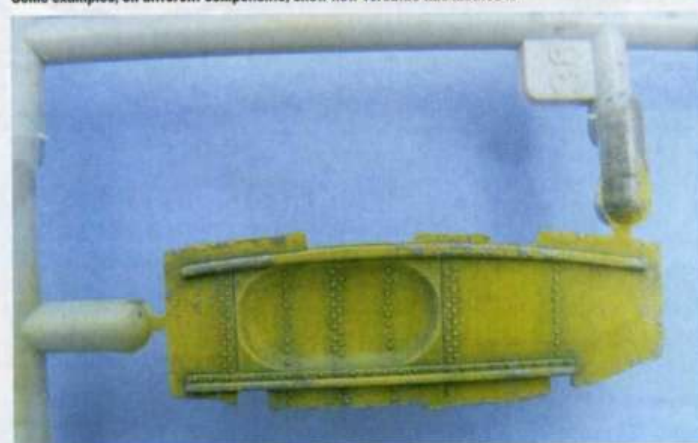
Gently dab onto the component. If the under colour is slightly glossy it helps if there are any mistakes, as you can wipe off the paint chips and have another go. Slowly build up the effect.



When you are happy with the result you can seal the paint chips with a quick blast of your favourite varnish.



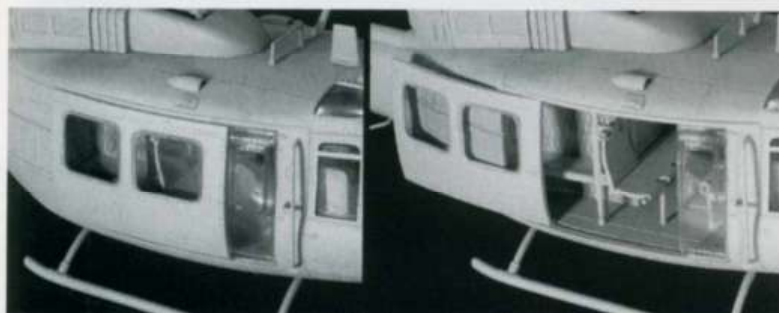
Some examples, on different components, show how versatile this method is





1:35 MODERN AFV SERIES

UH-1D HUEY



• Compartment doors can be assembled open/closed



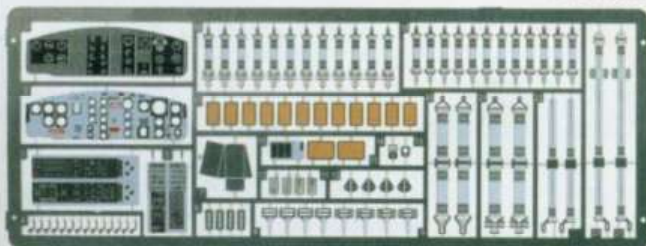
• Clear plastic parts with detail for windshield and doors



• Machine guns reproduced with fine detail



• Bonus helicopter crew included



• New photo-etched parts for upgrading details



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3538

Dragon Kits are distributed in the UK by: The Hobby Company, Knowlhill, Milton Keynes, MK5 8PG
Dragon models are available from all good model shops

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.

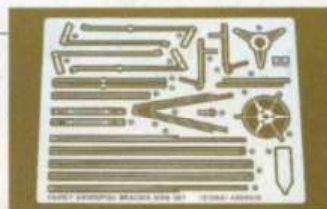


Cockpit is reproduced to the smallest level of detail, right down to the intricate control panels and steel frame. Three finely sculpted figures feature realistic poses.

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



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