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Airbrush Update

Probably all of you reading this magazine will be aware of the Iwata range of airbrushes, as we have featured them on a number of occasions in the past. As well as complete airbrushes they do a range of accessories and this is one of the latest that should make needle changing etc. far easier

Iwata have recently released a new accessory for their range of airbrushes in the shape of the Triple-action Handle (#K150). This simple update replaces the original handle of any of their brushes and once in place will allow you to quickly remove and re-install the needle, flush the airbrush by pulling the needle backwards and pre-set the flow of paint. The former two are useful, although we always take the needle out forwards, so no paint/

thinner is drawn back into the body of the brush, while the third option does allow you to almost set a dual-action airbrush in a similar manner to a single-action, which many may find more user friendly. The Triple-action Handle is available as the single silver-coloured version as shown here for £16.99, or with a set of five coloured handles (#K155) for £22.99



MODUNI 15th ANNIVERSARY

Regular advertiser, German-based firm Moduni celebrate their fifteenth year of operation this year. Their 2008 catalogue reflects the growth in recent years and with 444 pages, you can see they have an extensive stock list! They offer swift and inexpensive shipping to both European and UK buyers and you can order online by visiting www.moduni.com (www.moduni.fr [French language] or www.moduni.de [German language]).

MORE FIGURES

Eduard continue their range of pilot and crew figures in this scale with the release of the Aéronautique Militaire Française 1916 set (#8511/£7.50). It comprises three pilots and four groundcrew figures, although once again the poses seen in the box art are not all offered in the kit components. The Eduard range is available in the UK from Hannants or LSA Models.

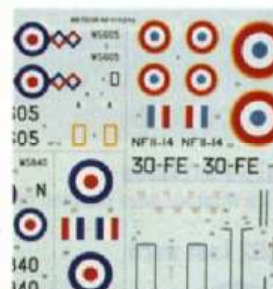
1:48



1:72

METEORIC RETURN

The ex-Matchbox kit of the Armstrong-Whitworth NF-series Meteor in this scale has recently returned under the Xtrakit label from Hannants. The kit is unchanged, although moulded in grey throughout, but it now comes with a superb decal sheet offering markings for an NF Mk II of ECN I-30 'Loire', NF Mk 12 or NF Mk 14 of No.64 Sqn, RAF Duxford. At just £6.95 this is a real bargain, so snap them up while you can. Visit www.hannants.co.uk for more information or to order online.





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

ULTRA MASK

The Airbrush Company import and distribute the Artool range which includes this range of masking frisk. Two new sizes have been added, the first being in 24cm width on either a 1m or 2m roll, the other being A4-sized sheets available in packs of 5 or 10. The 1m roll is £2.59, the 2m is £3.98 and the 5 pack of A4 sheets is £3.98, while the pack of 10 is £6.99. All of these can be used with the new Graphtec Craft ROBO mask-cutting machine, which is also available from The Airbrush Company for £264.99. For more information visit www.airbrushes.com, email sales@airbrushes.com or call 08700 660445.

IRAN-IRAQ WAR

French publisher LeLa Presse publish the Avions magazine on a regular basis and the most recent edition (No.22) is entitled La Guerre Iran-Irak. This is the first volume in their coverage of this war and deals with the initial stages in September 1980. Text is French throughout, and due to its complexity not self-explanatory, but the charts, lists etc. are easy to work out. The title does include a wealth of images, most never seen before, and there is a good selection of colour profiles. The Avions range is available in the UK from a number of selected outlets such as The Aviation Bookshop (£10.95), but for all worldwide enquiries please visit www.avions-bateaux.com.

STALINGRAD - THE AIR BATTLE

Midland Publishing have recently released this new title (ISBN: 1-85780-276-4) as a follow-on to the coverage of Barbarossa we mentioned in Issue 25. It gives a detailed account of the air battle in support of this operation from November 1942 through to February 1943. As with the previous title it combines details of the air battles in relation to the movements of the German army on the ground, detailing how the Luftwaffe interacted and supported the battle. The title is very much narrative, but has a great many images supporting this. It should be available from all good bookshops for £27.99 (\$49.95) or directly from Ian Allan Mail Order.



TAMIYA + ICM 1:48

We all heard about the planned reissue of the Spitfire Mk Vb with figures by Tamiya a number of months ago, and initially I think we all thought the figures would originate from Tamiya, as they make some superb ones in 1:48 nowadays. However, with the kit now in front of us we can clearly see the ICM logo on the box top and inside we indeed find the single sprue from the ICM RAF Personnel WWII set that was released a number of years ago. These parts are now moulded in tan-coloured plastic and they look a lot crisper? The other selling point with the kit is the inclusion of a new decal option, namely EN951, RF-D the well known machine flown by Jan Zumbach of No.303 (Polish) Squadron from Kirton-in-Lindsey in 1942. This is the option we all remember from the Airfix 1:72 kit with the Donald Duck artwork by the cockpit, so it is nice to have this included in this 'special' edition. The kit (#89730) is a limited edition, so check with your local stockists or in case of difficulty contact The Hobby Company Ltd, who are the UK importer for Tamiya.



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1 MODEL INFO

SPEC: Hobby Boss 1:48 Dassault Rafale B
KIT NO.: 80317 **MATERIALS:** IM
AVAILABILITY: Creative Models Ltd (UK Importer) and Hobby Boss stockists world-wide
PRICE GUIDE: £16.99



BUILT & WRITTEN BY PIERRE A. LAMBERT FROM FRANCE

FRENCH FASHION

This recent release by Hobby Boss was a great surprise for French modern aircraft enthusiasts as the Revell kit of the two-seater has been out of production for quite a while now. Although 'more than strongly inspired' by its European forerunner, this new Chinese kit is not a direct re-release and suffers from several inaccuracies in some areas.

The main airframe parts were first sanded overall in order to reduce the panel lines and rivets, and some rivet lines (on the fin central panel for instance) were even filled with putty because they are not that apparent on real aircraft. Then began the hard work e.g. making the kit look like an operational Armée de l'Air Rafale B. Instead of a linear account of the building process, here is a synthesis of the main areas where you will have to concentrate your efforts, from nose to tail:

- The radome shape is inaccurate. It should be an almost perfect cone, but using the part out of the box will result in a very odd 'nose-down' attitude. Correcting it is a challenging but not impossible task - unless you cannibalize a Revell kit! Its tip must also be very sharp, so I cut it and replaced it with a pin blended with a mix of Tamiya

putty and superglue. Note that the first structural line does not exist on the real thing and must be filled. Recessed lines representing static ribs were also filled and replaced by stretched sprue moved backwards to the radome end.

- The OSF (front sector optronics suite) is plain plastic and has incorrect shapes as well, so I completely rebuilt it from clear sprue.

- The refuelling probe shape is too wide on the lower part, so it was corrected and re-engraved.

- The supplied cockpit calls for extra detailing because it will be a focal point on an otherwise monochrome airframe. The front HUD was deleted and rebuilt from scratch, and the rear HUD repeater, which is completely different from prototype versions, was also made from scratch. Canopy locking hooks were added on both sides. The Martin-Baker F16F seats are very nice and only call for

back cushions and harnesses made from tin foil with Reheat photo-etched buckles, and ejection handles from copper wire. The headrest 'fabric effect' was obtained by slightly dabbing the surface with a flat brush dipped into cellulose thinner.

- The transparent canopy parts were 'smoked' with a mix of Gunze-Sangyo Clear Yellow and Smoke Grey, then frame and internal details were made from strip styrene and copper wire with photo-etched mirrors, and the white 'Mickey-Mouse Ears' of the fragmentation system were added. There is also a separation window to install instead of the hollow bulkhead provided.

- The cannon muzzle closing device was reshaped completely, along with the gas vent bump that replaces the engraved detail provided (caution here: there are two types of gas vents depending on the airframe, so check your references carefully).

- No engine ducts are provided, the intakes leading directly to the wide-open internal spaces of the fuselage... The real ducts have a very complicated shape in order to reduce radar signature; I used aluminium sheet only to get an approximation of them. I recommend attaching the intakes to the lower fuselage part before Step 6 of the instructions, as this will greatly ease the overall fit.

- The front and rear undercarriage legs were reworked thoroughly, adding structural details, wiring and plumbing, and the tyre treads were re-engraved.

- All navigation and landing lights including those on the front undercarriage legs are provided in grey plastic, so they were hollowed out and replaced with transparent sprue filed to shape.

- There is an oblong exhaust that must be drilled on the right upper wing root, covered by a thin mesh cut from

YOU WILL NEED...

Before Starting:

- Cyanolite Ultra-fluid cyanoacrylate
- Loctite Super Glue 3 Gel cyanoacrylate
- Tamiya Extra Thin Cement
- Tamiya Putty ■ Tamiya Polishing Compound ■ Humbrol Maskol
- Blu-Tack ■ Scalpel
- Micro-mesh Polishing Cloth Set
- Micro Set & Sol decal solutions
- Bare-Metal Foil (Chrome)
- Johnsons Klear (Future)



Paints Used:

AeroMaster Aircraft Colors acrylics:
 1003 Flat Clear

Alclad II lacquers:
 Pale Burnt Metal
 Jet Exhaust
 Magnesium

Gunze Sangyo Aqueous Hobby Color acrylics:
 H77 Tire Black
 H90 Clear Red
 H94 Clear Green
 H95 Smoke Gray
 H307 Dark Ghost Gray FS36320
 H311 Light Gray FS36622

H329 Yellow FS13538
H343 Soot

Humbrol enamels:
 11 Silver
 18 Orange
 28 Camouflage Grey
 32 Dark Grey
 66 Olive Drab
 85 Coal Black

121 Pale Stone
147 Light Grey
180 Red Leather

Prince August/Vallejo acrylics:
 842 White

Tamiya acrylics:
 X-2 White
 X-7 Red

X-8 Lemon Yellow
XF-1 Flat Black
XF-2 Flat White
XF-19 Sky Grey

Lefranc & Bourgeois artists' oil paints:
 Titanium White
 Mars Black

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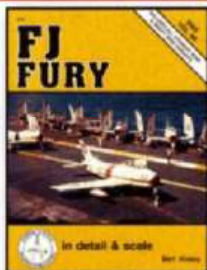
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These decals applied don't come in the kit, as that sadly only offers options that are all for the early test airframes. Pierre wanted an 'in service' scheme so went for the aftermarket sheet by Skyraider Decals (#48001)

DEDICATION

I would like to dedicate this build to the memory of Capitaine Emmanuel 'Bouba' Morisier from EC 1/7 who was killed on the 6th December 2007 in the first operational loss of a Rafale - Pierre-Alain Lambert, France

a net curtain. The rectangular diffusers on both upper wing roots were hollowed as well and their ducts were made from plasticard, covered with the same kind of mesh.

- The small bumps on both ends of the wingtip missile launch rails must be deleted (they appear on the prototype aircraft only). The MICA missiles were modified to represent the infra-red seeker version, using styrene rod & strips with the optics made from clear sprue. Their nozzles were also hollowed out and the internal jet steering vanes were added.

- The elevons are provided separately but the actuator fairings must be modified in order to represent them in a slightly lowered position.

- The APU exhaust was blended into the fuselage with Tamiya putty and its internal duct was added using a drinking straw cut to shape.

- The rear Karman fillets were heavily modified with aftermarket resin decoy/flare launch tubes and scratch-built SPIRALE chaff dispensers, a standard feature of operational aircraft (note that both of these are now available from Skyraider Models).

- There is no gas vent tube under the starboard rear fillet, as this is for the naval M version only.

- The antenna on the fin tip must be deleted as this is a specific feature of the M version as well.

My main remarks about painting and markings are the following. Everything in the real cockpit is black, so the detail was picked out by applying different shades of dark greys and cheating a little with light drybrushing. Note that the seats, headrests and fabric covers weather quickly to a reddish-brown hue. The engine exhaust ducts were painted various shades of grey with white afterburner stains. The carbon composite 'turkey feathers' were painted Gunze-Sangyo Soot with a Humbrol II (Silver) rivet wash on the outside. The undercarriage parts were painted as follows: Alclad II Aluminium wheel hubs, Light Aircraft Grey legs & struts slightly covered with a mist of Alclad II Dark Aluminium, Bare-Metal Foil Chrome oleos, Light Aircraft Grey wells. The MICA missiles are Gunze-Sangyo H307 Light Grey with live ordnance stencils cut from scrap decal sheets. The airframe is overall Gunze-Sangyo H307 (FS36320 Dark Compass Ghost Grey) with a few drops of Tamiya XF-2 White and XF-19 Sky Grey to reduce the bluish hue. The RBE.2 radar casing and radome received slightly different shades of greys as can be seen on most photographs.

The superb Skyraider Models decal sheet allows any aircraft from EC 5/330 Côte d'Argent (the OT&E unit) or EC1/7 Provence (the first frontline unit) to be represented and really is a must for this kit, albeit the nose side codes are a little oversize and the Jerusalem cross on the right side fin insignia for EC 1/7 should be light grey. The walkway markings are too light a shade as well, so I toned them down with a veil of the basic airframe colour.

Weathering was limited to a medium grey oil paint wash to all recesses and light dirt trails on the lower fuselage aft of the main undercarriage, using Gunze-Sangyo H95 Smoke Grey. The white dots that can be seen all over the airframe are final inspection quality seals applied before the aircraft



Here you can see the Chaff dispensers on the rear fuselage mentioned by Pierre in this review

leaves the factory or after major overhauls. They were reproduced with the tip of a stretched sprue dipped into Prince August white oil paint. ■



From the box the cockpit is well detailed and just needs a few extra details adding plus careful painting and weathering

REFERENCES...

- Air Action No.39, 223 & 241 (December 1998)
- Air Actualité June 1991
- Air Fan Nos. 156, 223, 241, 319 & 337
- Air Forces Monthly November 2007
- Air International, May 1992
- Aviation Design No.23 (July 1991), 25 (September 1991) & No. 29 (January 1992)
- Défense et Armement No.94, April 1990
- Rafale - le défi Français by J.P. Taillandier (1989)
- Replic No.93 (May 1999)

Dimensions

Span 10.90m (35.76ft)
Length 15.30m (50.20ft)
Height 5.34m (17.52ft)

Dimensions - I:48

Span - 227mm
Length - 318.7mm
Height - 111.3mm

Accessories Used:

Reheat photo-etched:
RH03 Seat Buckles and Harnesses

Skyraider decals:
48001 Rafale B/C 'In Operation Now'

FINAL VERDICT

■ Hobby Boss has produced a welcome series of Rafale kits that will easily build into nice models out of the box. However, the lack of several details in general and the awkward nose shape error in particular will call for some extra work if an accurate replica of the actual aircraft is to be obtained. But if you missed the Revell offering, this is the only way to go.

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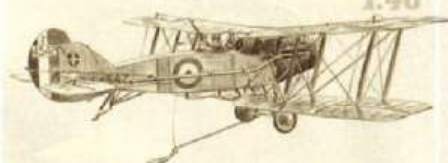
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420 Bristol Fighter F.2b Mk IV

1:48



432 De Havilland DH4 (w/RAF3a)

1:48



433 Junkers D.I early

1:48



437 OV-1C Mohawk

1:32



602 RAF S.E.5a w/Hispano Suiza

1:32



604 SPAD VIIIc.1

1:32



608 Albatros D.III (DAW)

1:32



614 Albatros D.I

1:32



616 Nieuport 28 c.1

a flight through time...

BUILT & WRITTEN BY NICK J. WIGMAN FROM THE UK

FORTY-EIGHTH FRIEDRICH

Many will recall the announcement by ICM back in 2001 that they were going to do a new series of Bf 109s. This came to naught for various reasons, but the whole project is obviously now back up and running because this is the second of the variants they had scheduled for release

The dreaded end-opening box contains three fairly soft plastic sprues plus one clear.

The plastic parts look like they come from different batches/kits (as they are different colours) and the recessed surface details vary from quite deep to fairly faint thus necessitating some rescribing in places. Where this kit excels is with the inclusion of a nicely moulded full engine, although to get the very best from it some additional work would be needed. The underside of the wings is textured (something I personally am not keen on), while the top surfaces have small air holes that will require a smidgen of filling and sanding. Also a few missing panel lines will need to be scribed into the top surfaces of the wings to make the model more accurate. The clear parts are nice (albeit small flaws in my sample) and four nicely varied decal options are provided. Finally, a tropical filter is also included, for those wanting to make an F-4/Trop version.

BUILDING THE FRIEDRICH

The first two construction stages cover building the engine and although some trimming was needed here and there, no major problems were encountered. We then move onto the cockpit and detail here is pretty basic (the instrument panel being the biggest let-down), so would greatly benefit from additional

extra details being added. Polly S RLM 02 was used for the cockpit, which was then glued within the fuselage halves with no problems.

On fitting the rudder, though, I found that the tail fin was slightly too thin and so carefully split it apart and added a sliver of plasticard so that it

mated better with the rudder. The wings were made up (and a few extra lines scribed in), and the separate wingtips fitted in place. Some filler was needed here, as they are marginally thinner (in depth) than the wing. The wings were an excellent fit so the tailplanes were then added.

I decided to make the model with only one cowl panel open, but before adding this the ammunition boxes were scratchbuilt from plasticard as the kit ones are way off. It's not 100 percent accurate now, but does look a lot better! After some tweaks a test fit showed that the engine would fit nicely later, so

With a single-engined type in 1:48 it is big enough to add such details as an engine, so getting one included in the box is a real bonus



YOU WILL NEED...

Before Starting:

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

Paints Used:

Gunze Sangyo Aqueous Color acrylics:
H66 RLM 79 Sand Brown
H69 RLM 75 Mid-Grey
H418 RLM 78 Blue
H420 RLM 80 Olive Green

Polly S acrylic:

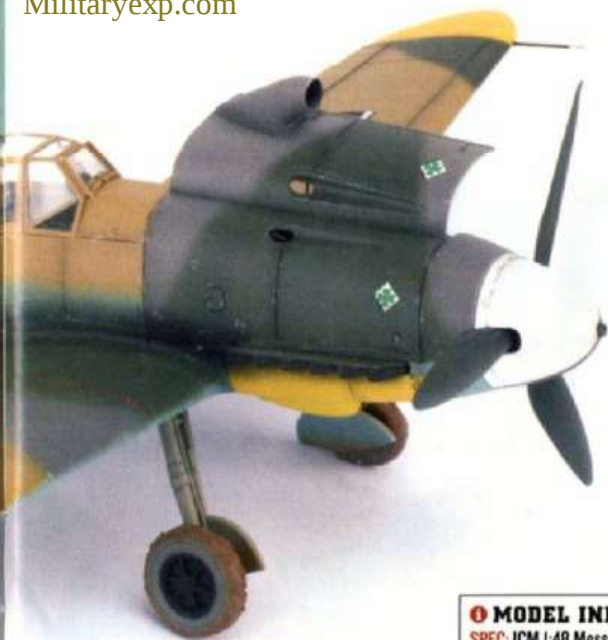
5075 RLM 02 Grey

Dimensions

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

Dimensions - 1:48

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



'Yellow 12' is a real mish-mash of colours, combining what we would consider a 'European' scheme with the colours seen in the North Africa theatre



MODEL INFO

SPEC: ICM 1:48 Messerschmitt Bf 109F-4/Trop
KIT NO.: 48103 **MATERIALS:** IM
AVAILABILITY: Creative Models Ltd (UK Importer) and ICM stockists worldwide
PRICE GUIDE: £9.99

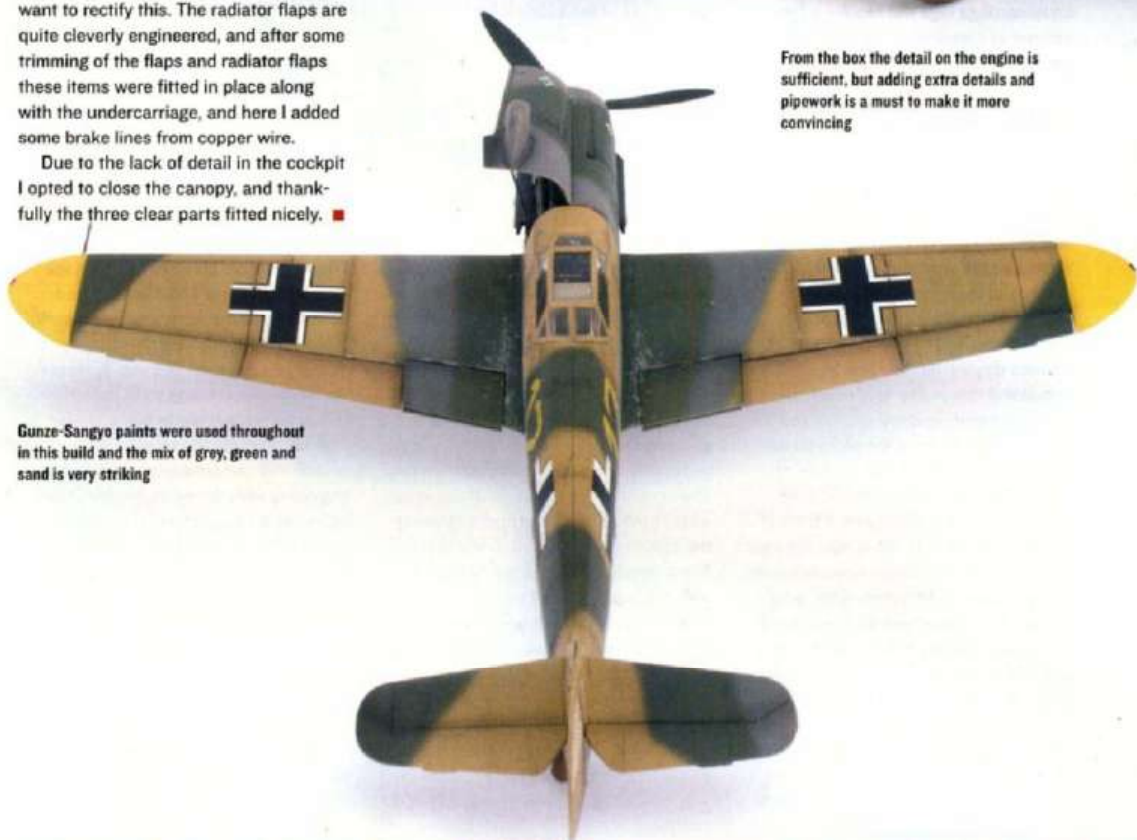
now the camouflage was applied to the airframe, cowl panels, nose ring, chin scoop, flaps and radiator flaps. Adding the latter item was a bit fiddly so care was needed in this area. I used Gunze paints throughout (RLM 75, 78, 79, 80 [although it could also be 82!]) and sprayed the Sand (79) quite lightly in areas to try to give an 'over-painted' look. A few 'wet' coats of Johnson's Klear were then sprayed on to prepare the surface for decaling. The decals are a mixed bag with most of them being in register while those for the 'white-washed' JG54 option are noticeably out of register. All the decals are matt and some are very brittle and they took some encouragement to settle down using Micro Set and Sol.

Later, once dry, the 'closed' cowl panel was fitted in place (carefully ensuring its alignment) and secured by applying Tamiya Extra Thin Cement from the inside...being careful not to mar the camouflage! The engine was now glued within the nose ring (with the chin scoop), and a few wires were inserted into holes drilled into the fire-wall in preparation for the addition of the engine. The engine assembly (with the guns fitted) was then glued in place and few other extra wires were added just to add that bit more detail. For the 'open' cowl I thinned out the edges to make it look more in scale, and added the interior framing from plastic strip. The bottom edge of the open cowl panel

is actually wrong (it should be a straight line, running along a panel line, with a thin strip remaining just over the exhaust stubs) so the purists among you may want to rectify this. The radiator flaps are quite cleverly engineered, and after some trimming of the flaps and radiator flaps these items were fitted in place along with the undercarriage, and here I added some brake lines from copper wire.

Due to the lack of detail in the cockpit I opted to close the canopy, and thankfully the three clear parts fitted nicely. ■

Gunze-Sangyo paints were used throughout in this build and the mix of grey, green and sand is very striking



From the box the detail on the engine is sufficient, but adding extra details and pipework is a must to make it more convincing

REFERENCES...

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

FINAL VERDICT

While not quite up to the same quality as the Hasegawa kit, this kit (which is essentially the same as their F-2) is pretty good especially when you consider that it is cheaper than its counterpart and includes a full engine. This kit is not ideally suited to the beginner, and some extra detail is needed. While some fitment needed a little filling and honing, this was a pleasant and enjoyable build. To add further accuracy some extra work and detailing is required, but ICM have supplied us with a nice and pretty accurate '109F, straight from the box, that also provides a great basis for super-detailing without much added expense (just a cockpit set and decals!)...Nice one ICM!

BUILT & WRITTEN BY NICK J. WIGMAN FROM THE UK

PACIFIC LIGHTNING

This first 1:48 scale kit from American manufacturer Pacific Coast Models utilises toolings that originate from the Czech Republic coupled with excellent resin detail parts, plus photo-etched produced by Eduard.

Contained in a nice sturdy box are two sprues of medium grey-coloured injection moulded plastic, numerous well produced resin parts (primarily for the engine and cockpit), an etched fret (with acetate sheet for the instruments), and two vacformed canopies. Six nice decal options are provided and colour sheets show the decal placements and schemes, which are nicely varied. The etched fret is from Eduard and the plastic parts are typical limited-run, but very well moulded nonetheless. Surface details are restrained and crisp, while trailing edges would need a little thinning down. Smaller parts such as the undercarriage legs will require a fair amount of cleaning up, but all in all this looks a very nice kit.

BUILDING THE MODEL

After washing all the plastic and resin parts in a mild soapy solution to remove any moulding residues, all the plastic parts were removed from the sprues and cleaned up. The vertical tail and trailing edges of the wings were thinned down, and then the resin parts were removed from their casting blocks, cleaned up, and the cockpit sidewalls thinned down a bit. The first real stage in building this model was to test fit the fuselage halves and the firewall (which has spars which form the aft bulkhead of the wheel wells). A fair amount of material needed to be removed from the sides of the firewall, and after test fitting the firewall to the wings, the spar sections were too deep so needed to be thinned down to fit between the wing halves. The cockpit parts were primed with Halfords Grey Primer and sprayed with the basic interior colour of (Polly S) Verde Anticorrosivo. Some of the smaller details were painted black and silver accordingly, and some etched items were fitted in place by referring to the Eduard instructions. Care needs

to be taken when installing the etched instrument panel, and I found it useful to make small mounts, one on each sidewall. On test fitting the cockpit into the fuselage, some thinning of the insides of the fuselage was required and this was carried out using coarse Wet 'n' Dry and a No.15 scalpel blade.

Once the fitment was ascertained, the fuselage halves were joined together (except the area under the nose as this would allow the firewall to be fitted more easily later), and the cockpit slid into place from underneath, tacked in place with CA glue. Araldite was used to fix the cockpit securely in place, and while this was curing the firewall was glued to the inside of the bottom wing panel (ensuring that it was both vertical and central). The top parts of the wings were fitted to the lower and, enclosing the spars on the firewall, a few test fits showed that the wings mated up with the fuselage very nicely. Now the plastic engine mounts were cleaned up and added to the firewall. The fit here was okay, but some trimming here and there was needed. To get the engine mounts to fit into the fuselage some careful trimming (with a scalpel blade) of the front end of the mount assembly was needed. Some wiring was added to

the wheel well area to add extra detail. The wings were glued to the fuselage with Tamiya Extra Thin Cement, and once all the joins were sanded smooth and any necessary rescribing had been done, the tailplanes and rear fuselage were drilled and using steel rods, the tailplanes were fitted in place.

After masking the wheel wells and cockpit the camouflage was applied, beginning with the white fuselage band, and after masking this off the other colours. The brown (Giallo Mimetico) was a mix of Gunze-Sangyo RLM 79, white and Tamiya XF-57 Buff. The green (Verde Mimetico) was Tamiya XF-61 Dark Green, while the brown (Bruno Mimetico) was Tamiya Red-Brown XF-64. I am not certain how exact these colours are, but they looked pretty good.

The all-resin engine went together nicely, but a little filing of the tops of the cylinders was needed to get it to fit into

the resin cowl. This latter item was nicely cast, although some of the recessed lines for the cowl flaps were a tad faint yet the thinness of this part precluded any rescribing, which was a shame. With the engine and cowl in place, the model was given a few coats of Johnsons Klear, and the decals were then applied. These were very good, being nice and thin, and all went on nicely.

The main undercarriage parts needed some cleaning up, and the wheels each come in two halves (why they weren't resin I don't know!). Adding the etched scissor links was easy enough, but drilling through the bottom of the struts, and through the wheels to accommodate axles (which I cut from steel wire) was tricky. To add some strength, I drilled into the top of the strut, and carefully into the wheel well (the underside of the top wing) and inserted a small length of steel



'Sand and Spinach' or 'Sand and Spaghetti', call it what you like, Regia Aeronautica aircraft always look great in any scale!

YOU WILL NEED...

Before Starting:

- Cyanoacrylate
- Araldite 5-minute epoxy cement
- Tamiya Extra Thin Cement
- Tamiya Masking Tape
- Blu-Tack
- Scalpel & No.15 blade
- Micro-mesh sanding sticks
- Micro Set & Sol decal solutions
- Johnson's Klear



Paints Used:

Gunze Sangyo Aqueous
Color acrylic:
H66 RLM 79 Sand Brown

Halfords (aerosol)
acrylic:
Grey Primer

Polly S acrylic:
Verde Anticorrosivo

Tamiya acrylics:
XF-57 Buff
XF-61 Dark Green
XF-64 Red-Brown

Vallejo
Matt varnish

Dimensions

Span - 34ft 8 1/2in (10.58m)
Length - 26ft 10 1/4in (8.19m)
Height - 11ft 5 3/4in (3.50m)

Dimensions - 1:48

Span - 220.4mm
Length - 170.7mm
Height - 72.9mm



MODEL INFO

SPEC: Pacific Coast Models 1:48 Macchi C.200

Series VII KIT NO.: 48001 **MATERIALS:** IM

AVAILABILITY: Hannants (UK Importer) and Pacific Coast Models stockists worldwide

PRICE GUIDE: £32.99

One day someone will offer a new mainstream kit of the C.200 in 1:48 (or 1:72 to think of it!), for now though this kit from PCM is your best option

"The all-resin engine went together nicely, but a little filing of the tops of the cylinders was needed to get it to fit in the resin cowl"

wire. The undercarriage legs were then added, and secured with CA glue followed by a small 'filler' of Araldite. The assortment of undercarriage covers come as a mixture of etched and plastic parts, but these all went on with little fuss, although care is needed. Once the model was given a coat of Vallejo Matt varnish, the vacformed canopy was prepared, masked with the aid of Tamiya tape, and the frames painted. A little honing here and there with a file later, and the canopy was fitted with Formula 560 PVA, thus rounding off this attractive model. ■

The kit is a step forward from the Classic Airframes' kit of a few years back, but being limited-run it still requires care and attention to build successfully



REFERENCES...

- *Aer Macchi C.200, Ali d'Italia No.8* by G. Cataneo (La Bancarella Aeronautica 1998)
- *Colori e schemi mimetici della Regia Aeronautica 1935-1945* (1992)
- *Macchi C.200/202/205* by C Di Napoli & R. Mancini - Aero Detail No.15 (Art Box Co., Ltd, 1995)
- *Macchi MC.200* by G. Cattaneo, Profile No.46 (Profile Publications 1966)
- *Macchi MC.200 Saetta Pt.1* by M.Di Terlizzi, Aviolibri No.5 (IBN 2002)
- *Macchi MC.200 Saetta Pt.2* by M.Di Terlizzi, Aviolibri No.9 (IBN 2004 ISBN: 88-7565-005-5)
- *Regia Aeronautica* (Squadron/Signal Publications, 1976)
- *Replic No.55* (March 1996), No.57 (May 1996) & No.149 (January 2004)
- *Scale Models International* (January 1983)
- *Sky Model No.9* (February/March 2003)

FINAL VERDICT

Despite being limited-run this is a very nice kit. The fit is generally very good, but some work was needed to get everything to fit snugly. The only let-down was the price tag of £30+, which is too much in my humble opinion (for such a relatively small subject). If your budget will go this far and the subject appeals to you, then I can heartily recommend this kit to all but the beginner.

SUPERDETAILED SPITFIRE

BUILT & WRITTEN BY NICK J WIGMAN FROM THE UK



The Hasegawa 1:48 Spitfire Mk IX kit has been around for some years now, and its latest incarnation is in a Revell box, as featured here. When our esteemed Editor asked if I was interested in superdetailing this kit I jumped at the chance (literally...well, almost!) as I always enjoy putting hacksaw to plastic and lopping bits off, followed by many generally pleasant but usually challenging hours getting bits to fit!

All in all this was going to be a big job, and by this time the inaccuracies in the Hasegawa Spitfire Mk IX fuselage are well known and documented, hence the reason for the inclusion of the Aeroclub correction set: after all, it seemed a shame to take the time to add lots of detail to an inherently inaccurate and substantial part of the kit.

My areas for concern before starting the model were, firstly, how well

the Aires cockpit would fit into the new fuselage, and secondly how well would the engine set fit into a fuselage which it was not designed for, and would it look right?

THE BUILD

One photo can say a thousand words so the saying goes, so in keeping with this phrase the following images and words will provide an overview of the method I used in this somewhat involved model...

BEFORE STARTING...

In a well ventilated area the casting blocks from the larger resin pieces were carefully removed and sanded smooth. For the cowl panels I found that by lightly scribing a few times along the right line then very gently flexing the panels, they came cleanly off the casting blocks with just a little cleaning up needed. In most cases it was easy to drill holes into some smaller parts, and insert a cocktail stick into them, ready for painting etc.

Next all the kit parts, Aeroclub parts and the resin parts from the various sets (being careful not to mix them up!) were washed in a mild soapy solution then rinsed and dried to remove any moulding/casting residues.

I spent some time looking at the various instruction sheets for the kit and Aires sets, and worked out a construction sequence for the Spit, and this is an important step as it helps to reduce and hopefully eliminate problems later on. ➔

YOU WILL NEED...

Before starting:

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



Recommended paints:

Alclad II lacquers:
Duralumin
Aluminium
Pale Gold

Gunze-Sangyo Mr Aqueous acrylics:
H341 Mud
H342 Oil
H343 Soot

Gunze-Sangyo Mr Color 'Super Metallic' lacquer:
SM07 Plate Silver

Polly S acrylics:

5011 White
5014 Scale Black
5250 British Dark Green
5256 British Ocean Grey
5258 British Sea Grey Medium
5270 British Interior Grey-Green

Tamiya acrylics:

XF-1 Black
XF-2 White
XF-3 Yellow
XF-6 Copper
XF-7 Red
XF-64 Red Brown

XF-69 NATO Black

X-12 Gold Leaf
X-19 Smoke
X-23 Clear Blue
X-25 Clear Green
X-27 Clear Red

Dimensions

Span - 36ft 10in (11.23m)
Length - 31ft 3.5in (9.54m)
Height - 11ft 5in (3.48m)

Dimensions - 1:48

Span - 233.9mm
Length - 198.8mm
Height - 72.5mm

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

MODEL INFO

SPEC: Revell 1:48 Supermarine Spitfire Mk IXc/XVI **KIT NO.:** 04554 **MATERIALS:** IM
AVAILABILITY: Revell AG [UK Branch] (UK Distributor) and Revell stockists worldwide
PRICE GUIDE: £13.99

THE DETAIL SETS USED HERE WERE:

Aeroclub Spitfire Mk IX fuselage correction set
Aires #4129 Spitfire Mk IXc cockpit set
Aires #4210 Spitfire Mk IX engine set
Aires #4269 Spitfire Mk IXc gun bay (late)
Eduard #48-388 Spitfire Mk IX flaps
Griffon #48-004 Bomb rack for Spitfire and 500lb bomb
Griffon #48-008 Guns for Spitfire Mk IX (cannon fairings)
AeroMaster #48-464 Spitfires at War Part III

"Firstly how well the Aires cockpit would fit into the new fuselage, and secondly how well would the engine set fit into a fuselage which it was not designed for?"



Nick has packed a lot into this model and because not all of it was intended for this particular kit, it has been quite an undertaking!

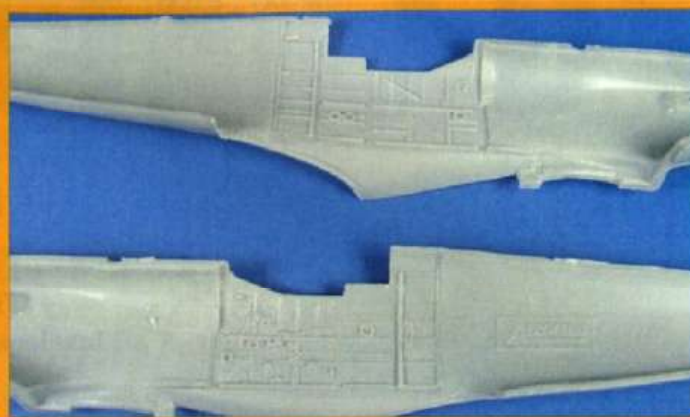
REFERENCES...

- Aircraft Archive - Fighters of World War Two Volume I (Argus Books 1988 ISBN: 0-85242-948-7)
- Fighter Command 1939-1945 by Ian Carter (Ian Allan 2002 ISBN: 0-7110-2842-7)
- Late Marquee Spitfire Aces 1942-1945 by A. Price (Osprey Publishing 1995)
- Spitfire at War by A. Price (Ian Allan 1974)
- Spitfire at War 2 by A. Price (Ian Allan 1985)
- Spitfire at War 3 by A. Price (Ian Allan 1990)
- Spitfire: A Documentary History by A. Price (McDonald & Jane's 1977)
- Spitfire: A Look Back Over the Gate by R.C. Coulson (R. C. Coulson 1994)
- Spitfires and Polished Metal by G. Moss & B. McKee (Airlife Publishing 1999)
- Spitfire 'Classic Aircraft No.1' (Patrick Stephens Ltd, 1971)
- Spitfire in Action No.39 by J. Scutts (Squadron/Signal Publications 1980 ISBN: 0-89747-082-3)
- Spitfire Mk IX & XVI of Polish Airmen cz.I by W. Matusiak (Mirage Hobby 2003)
- Spitfire Special by T. Hooton (Ian Allan 1972)
- Spitfire: The Combat History by R. Jackson (Airlife 1995)
- Spitfire - The History by E.B. Morgan & E. Shacklady (Key Publishing 1987)
- Spitfire - The Story of a Famous Fighter by B. Robertson (Harleyford Publications)
- Supermarine Spitfire LF Mk IX, Special Museum Line No.26 (Wings & Wheels Publications 2003)
- Supermarine Spitfire Pt. 1 by A. Price Monografie Lotnicze No. 38 (AJ Press 1997)
- Supermarine Spitfire Pt. 2 by W. Matusiak, Monografie Lotnicze No. 39 (AJ Press 1999)
- Supermarine Spitfire Pt. 3 by W. Matusiak, Monografie Lotnicze No. 40 (AJ Press 1999)
- The Spitfire Story by A. Price (Arms & Armour 1995)
- Vickers-Supermarine Spitfire Mk VI-XVI by T.O. Yamada, H. Ohasato & S. Hards, Aero Detail 27 (Art Box Publishing Co. 2000)



STEP BY STEP GUIDE - THE COCKPIT AND FUSELAGE

By aligning the rudder posts, it's all too obvious as to how far off the kit fuselage is compared to the accurate (when laid over plans) Aeroclub one. Here, the rudder posts have been lined up for ease of comparison. I started working on the Revell (Hasegawa) fuselage prior to the Editor kindly supplying me with the Aeroclub one, hence the reason for the Revell fuselage missing its nose!



Overall the quality of the Aeroclub fuselage is good, but some tidying up with wet'n'dry and rescribing was needed to enhance some panel lines. Here is the interior detail, only slightly 'softer' than the kit's, which needs to be removed for the installation of the Aires cockpit.



Only the lap straps were fitted to the seat for now (as the shoulder straps would later be fitted 'through' the rear bulkhead. After a little honing here and there, the cockpit parts were glued (at the bottom only, leaving some room for adjustment at the top) thus making a neat little tub.



The fuselage halves have been joined together, and the joins sanded smooth. The cockpit assembly was inserted into position, and thin superglue run in to secure it.

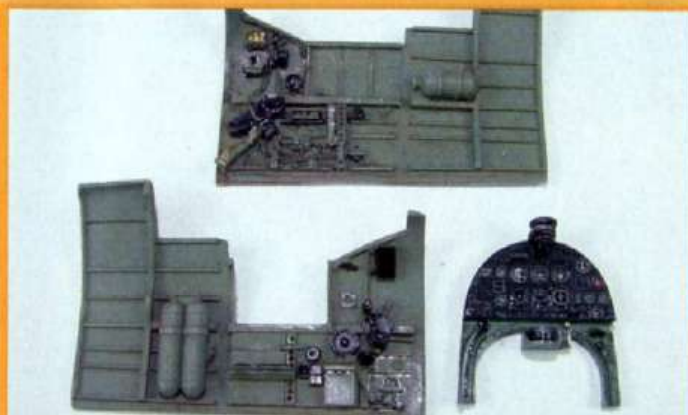
The flaps come courtesy of Eduard and look really good once assembled and secured in place



"The rear of the supercharger was filed down as the engine sat too far forward as a result of the longer (correct) nose of the Aeroclub fuselage, something this engine set wasn't intended for"



Here, the front end of each fuselage half has been removed with a fine razor saw and filed smooth and accurately to the panel lines (still a little more needs to be done here in this photo). The only tricky parts there are the front ends of the wing roots, as they are a tad fragile (I managed to snap one off 3 times...annoyingly!). The cockpit area of both fuselage halves and the Aires cockpit sidewalls all needed thinning down: here can be seen just how much, and by now these parts are a tad flimsy!



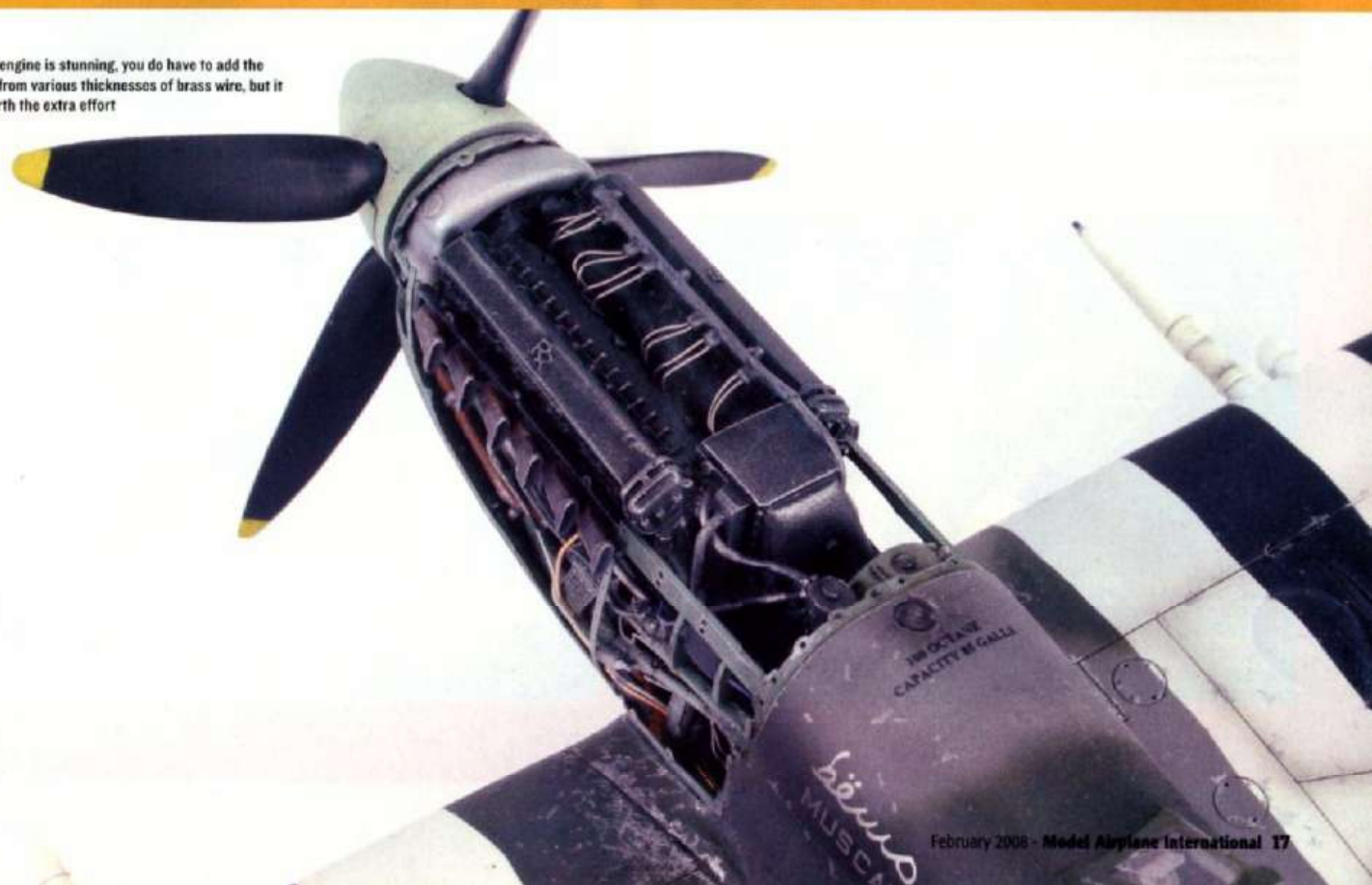
It took quite some time to thin down the fuselage and cockpit parts for them to fit okay, but once done the cockpit parts were painted using Polly S paints. Interior Gray-Green was the basic colour used, with oil paint washes of black and Burnt Umber, finished by a dry brushing of a lightened gray-green. After this, detail painting followed, along with some chipping using a silver pencil. Although a bit of a pain to get to fit, the detail of the Aires parts is absolutely superb.



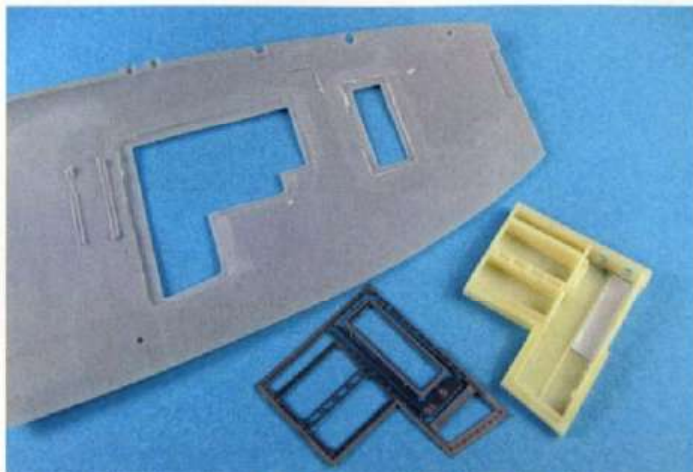
To make the fuselage assembly stronger Araldite was applied to the cockpit from underneath, and worked in using a cocktail stick.



The Aires engine is stunning, you do have to add the pipework from various thicknesses of brass wire, but it is well worth the extra effort



STEP BY STEP GUIDE - THE WINGS



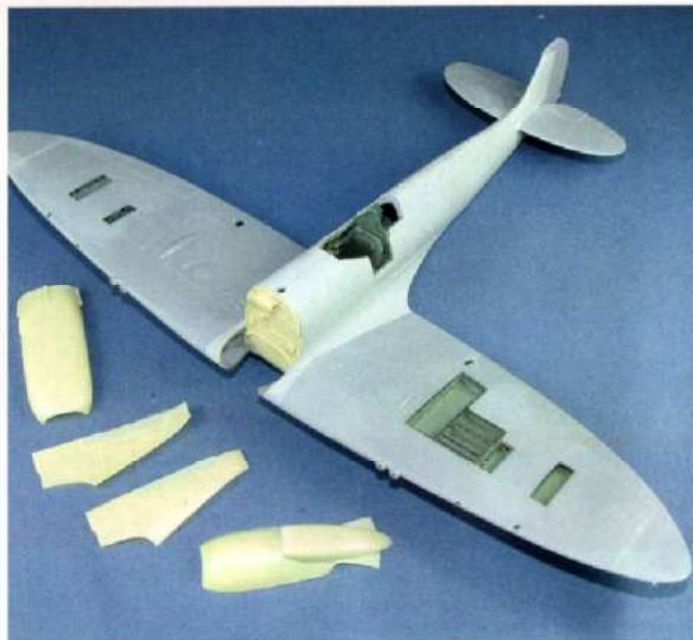
Fitting the gun bays required a fair amount of work. First off a series of holes were drilled through the wing, just on the 'safe' side of each panel to be removed, and then a scalpel run through these holes thus removing the panels. The edges of each panel were then filed until they were neat, and here frequent test-fitting of the etched gun bay frames helped to keep things accurate. In order to look right the wings need to be thinned for the fitment of the frames. Therefore using a No.15 scalpel blade the plastic surrounding each panel was scraped until it was thinner, and the frames fitted okay. The inside of the bottom wing needed thinning out, as did all the gun bays. Here I went a bit too far with the thinning of the cannon bay and so had to patch up the hole using a small piece of paper.



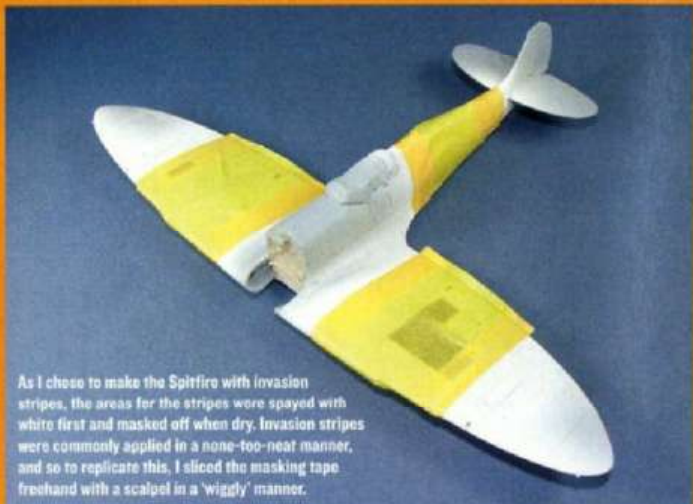
Here is the other wing, ready for its gun bays.



Here are the gun bays viewed from 'inside.' A few blobs of Araldite were placed on the underneath of each gun bay and the top and bottom sections of the wings were then joined using Tamiya Extra Thin Cement.



STEP BY STEP GUIDE - APPLYING THE CAMOUFLAGE



As I chose to make the Spitfire with invasion stripes, the areas for the stripes were sprayed with white first and masked off when dry. Invasion stripes were commonly applied in a none-too-neat manner, and so to replicate this, I sliced the masking tape freehand with a scalpel in a 'wiggly' manner.

The underside colour was sprayed on, and when dry the demarcations between top and bottom colours were masked off, and the topsides sprayed with Polly S Ocean Grey. Once dry, the Dark Green camouflage areas were applied freehand, using my Iwata Eclipse with thinned paint and the compressor set to a fairly low pressure for a fine spray.





A small portion of the wheel well also needed to be removed for the cannon bay to fit.

Left: The slots to accommodate the tailplanes needed opening up, and the tailplanes were then fitted along with the tailwheel insert (from the Revell kit) and rudder. The front end of the fuselage was opened and cleaned up, and thinned out a little for the Aires firewall (from the engine set) to fit. The firewall was secured from inside firstly by a few drops of CA to tack it in place then Araldite to finally fix it. On test fitting the wings, the joins were a bit tight but okay, and so some thin CA was run along the root joins to attach them. Only later did I realise the wings had no dihedral! With a fair amount of trepidation, I carefully cracked the wings off, filed the roots smooth, took a little off the fuselage roots with a file and reattached them using Tamiya Extra Thin Cement, checking the dihedral this time! The roots were fine, but the lower bottom join was pretty poor. Thin plastic strip and filler were used to bridge any gaps here, and then a final sanding sorted this area out. Note too the holes for the flap indicators near each trailing edge were opened up. The cowl panels can be seen here too, prior to cleaning them up.

"The guns were sprayed NATO Black followed by a light misting of Clear Blue, then given an oil wash of black, and finally dry-brushed with Plate Silver"



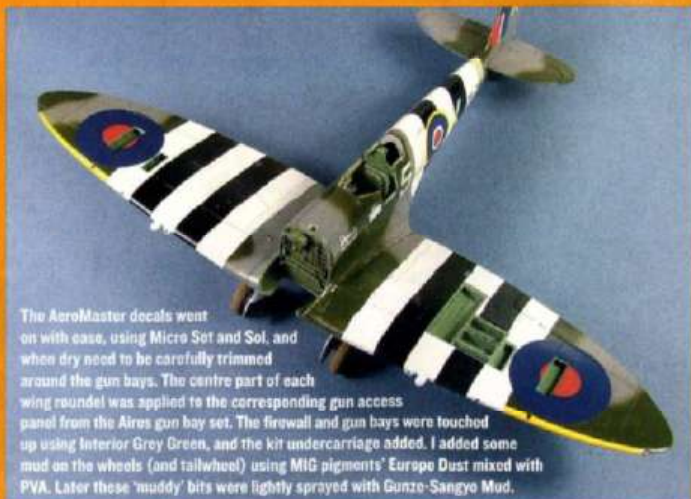
All the gun bay frames were carefully glued in place using CA glue, and then the gun bays added and secured with CA and Araldite. Also the flaps have been removed from the bottom wing section.



All the masking was now removed, and the black portions of the invasion stripes were masked using my special 'wiggly' tape from earlier. Also a rough circle of Tamiya masking tape (the only one I use!) was put on where the white portions of the fuselage roundels would be. These circles were added because all too often the roundel decals are a bit translucent and you can see the black and white stripes through them, which is undesirable.

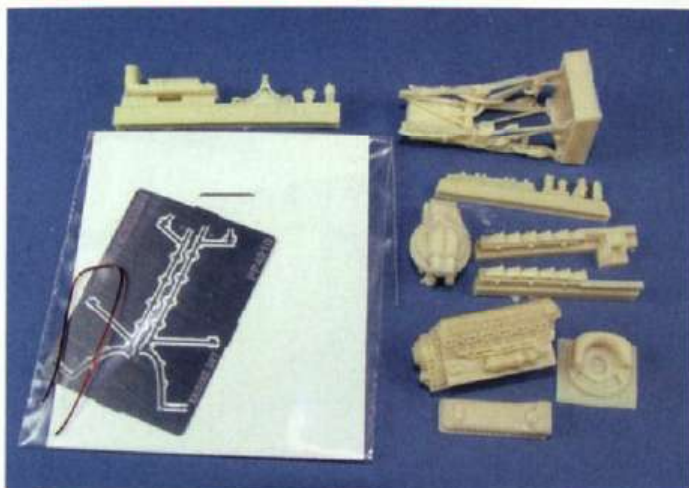


This method prevents that from happening. The black stripes were then hand painted using Polly S Black, and the masks removed. A few coats of Johnsons Klear followed to protect the paint surface and to provide a glossy base for the decals. Here, you can see the 'wiggly' stripes and the white-only portion for the white of the fuselage roundel.



The AeroMaster decals went on with ease, using Micro Set and Sol, and when dry need to be carefully trimmed around the gun bays. The centre part of each wing roundel was applied to the corresponding gun access panel from the Aires gun bay set. The firewall and gun bays were touched up using Interior Grey Green, and the kit undercarriage added. I added some mud on the wheels (and tailwheel) using MIG pigments' Europe Dust mixed with PVA. Later these 'muddy' bits were lightly sprayed with Gunze-Sangyo Mud.

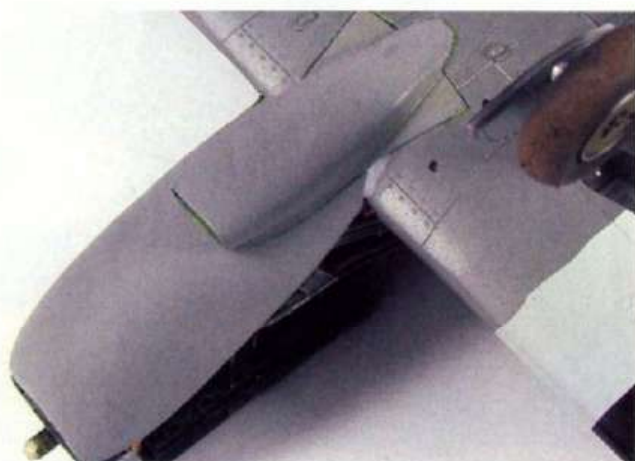
STEP BY STEP GUIDE - THE ENGINE



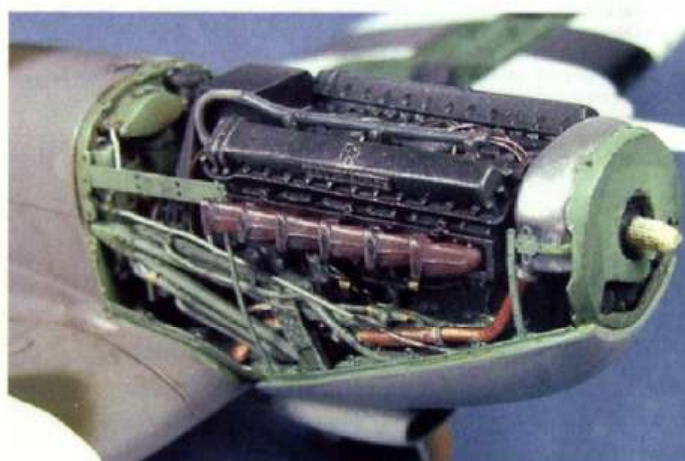
The contents of the Aires engine set.



The major bits of the engine area: the assembled engine was sprayed Tamiya NATO Black, given a black oil wash, and when dry it was lightly dry-brushed with Gunze Plate Silver (great stuff!). The other parts are the header tank, Type B 'Aero Vee' air filter unit, and the one-piece resin engine bearer assembly replete with cast-in piping. Unfortunately I managed to drop this part (butterfingers!) thus breaking off the front ends of the main copper-coloured pipes (glycol pipes) and after a good while on my hands and knees searching for the little blighters, I gave up the ghost and resigned myself to the fact that the carpet had eaten them! Later, I decided I didn't like them anyway and so carefully cut them off and replaced these with copper wire bent to shape. Alclad II Duralumin was used for the bare metal areas.



The engine has been fitted and here is the bottom cowl in place: the fit was okay but there were a few gaps, which were filled with PVA. Later, the PVA was weathered over thus camouflaging the gaps. OK, the nose is around 2mm too long and I could not see any way to avoid it without removing the whole rear portion of the supercharger, which would lose valuable detail and accuracy. Thus, accuracy was compromised either way, unfortunately.



The engine was fitted in place ensuring that it was aligned correctly (i.e. not to the left or right, up or down). This photo shows the right side of the completed engine...Note the etched frames, and beautifully cast exhausts (which incidentally were a real pain to fit and align correctly!). I found that cutting the etched frames into two sections helped as they didn't quite fit the contours right (no real surprise there as they weren't intended for the Aeroclub fuselage after all!). Any small gaps where the frames fitted were filled with a dab of PVA and then painted over. The most valuable asset in doing the engine is a good variety of references. I had quite a few (thanks, Mark, for kindly supplying me with some extra photos!), but there are always those angles, which you need but don't have, and so have to best-guess. Interestingly not all Mk IX Spitfire engines were plumbed in the same way, and there are differences... something I never knew before this project!





Quite a lot has been done here... the ends of the bearers have been 'drilled and pinned' with brass wire to provide more strength when inserted and glued into the firewall. The rear of the supercharger was been filed down as the engine sat too far forward as a result of the longer (correct) nose of the Aeroclub fuselage, something this engine set wasn't intended for. The aforementioned glycol pipes have been replaced with copper wire, and various other items of piping have been added. Some corresponding holes for these items of piping were drilled into the firewall to later accommodate them. A much simplified throttle linkage has been added to the rear of the engine. I wanted to keep the lines of the Spit, and so wanted to fit the bottom cowl. The Aires set doesn't easily facilitate this as the oil tank under the engine impedes the fit of the cowl. Therefore, the oil tank needed to be filed down as well as the interior framing of the cowl scraped off. On test fitting the engine and cowl, the engine still sat around 2-3mm too far forward for the cowl to fit properly. By now I'd removed some detail from the firewall, drilled into the firewall to get the engine and its bearers to sit further back, and filed down the rear of the engine, and I couldn't really remove any more without losing too much detail around the back of the engine. I resorted to sawing the bottom cowl in half, around 7-8mm in front of the intake, and inserted a piece of plasticard. This was secured with CA glue and cut, filled for good measure and sanded to shape once dry.



This view shows the firewall... some holes have been drilled to accommodate some engine 'plumbing,' and some piping has also been added to the firewall. Note too the recessed holes for the engine bearers to help the engine sit further back.

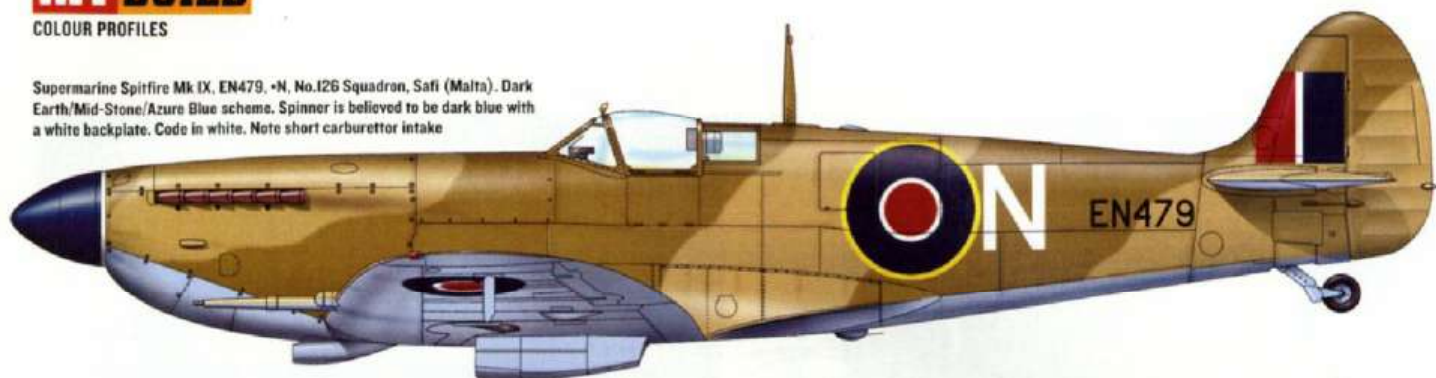


The left side of the engine: Gunze Plate Silver is excellent for bringing out small details when dry brushed lightly, as done here on the cylinder heads especially. The pipe running along the top of the engine is a resin inclusion in the Aires set, while the ignition leads were added from fine wire (obtained from Little-cars.com, who stock a very extensive range of wires of various colours and gauges).



To add all this detail and not correct the shape errors with the fuselage would have been a real shame, so combining the excellent Aeroclub fuselage collection was the only route, albeit that this made the whole build a lot more challenging!

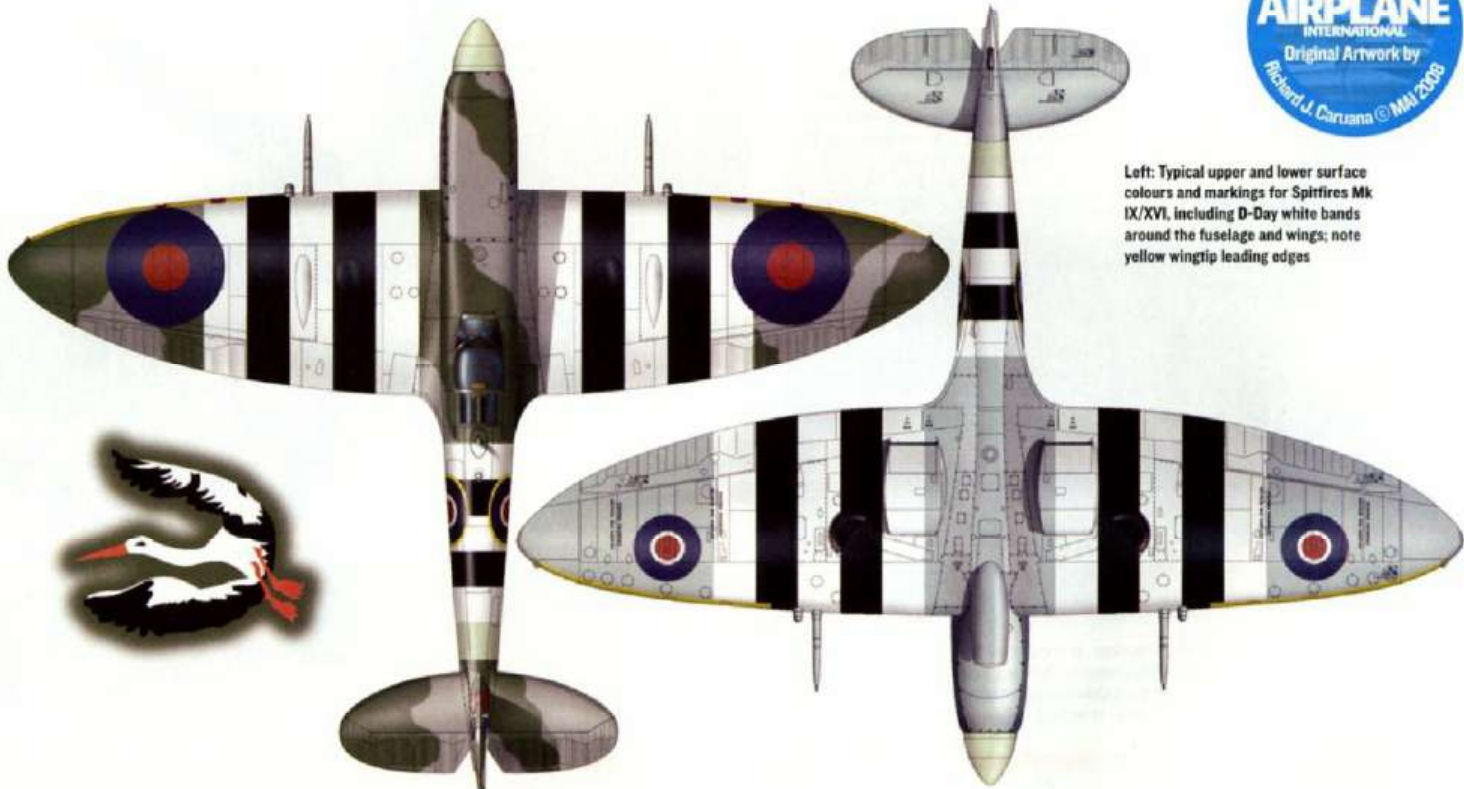
Supermarine Spitfire Mk IX, EN479, +N, No.126 Squadron, Safi (Malta). Dark Earth/Mid-Stone/Azure Blue scheme. Spinner is believed to be dark blue with a white backplate. Code in white. Note short carburettor intake



Supermarine Spitfire Mk IX, FU-Z, No.453 Squadron, Ford, June 1944. Ocean Grey/Dark Green/Medium Sea Grey scheme with black/white stripes around wings and fuselage; Sky spinner, codes (those on bands thinly outlined in black) and rear fuselage band



Left: Typical upper and lower surface colours and markings for Spitfires Mk IX/XVI, including D-Day white bands around the fuselage and wings; note yellow wingtip leading edges



Supermarine Spitfire LF Mk IXc, MJ840, DU-L, No.312 (Czech) Squadron, 11th June 1944. Ocean Grey/Dark Green/Medium Sea Grey scheme with Sky spinner and codes; Black/white bands around wings and fuselage. Czech roundel below both sides of windscreen while unit badge is carried only on port side. Note fuselage bands roughly painted having an irregular border around codes and roundel; Type CI roundel on fuselage, Type B above and Type C below wings



Supermarine Spitfire Mk IX, EN199, D-V, No.1435 Squadron, Brindisi (Italy), 1944. Ocean Grey/Dark Green/Medium Sea Grey finish with white codes. Spinner in red with white backplate. No underwing roundels; upper wing roundels Type B. This aircraft is now preserved at the Malta Aviation Museum



Supermarine Spitfire LF Mk XVI, TB382, LO-X, flown by Flt Lt Raymond Baxter, A Flight, No.602 Squadron, 1944. Ocean Grey/Dark Green/Medium Sea Grey finish with Sky codes, spinner and rear fuselage band; Night serials



Supermarine Spitfire Mk XVI, TB991, GE-L, No.349 'Liege' Squadron, Aviation Militaire (Belgian Air Force). Ocean Grey/Dark Green/Medium Sea Grey finish with red spinner; Sky codes and Night serial. Roundels in six positions; 'Liege' in white on engine cowlings



Supermarine Spitfire Mk IXc (clipped wing), MJ642, 3W-II, No.322 Squadron, Royal Netherlands East Indies Air Force. Aluminium overall, black spinner and anti-dazzle panel. Red rudder tip with white 'II'. National markings in standard six positions

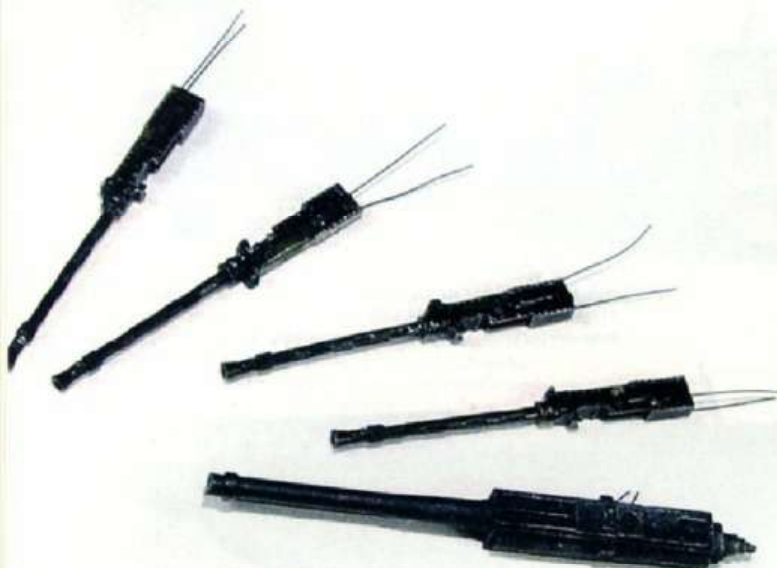


Supermarine Spitfire Mk IX, 5-20, 92" Squadriglia, 8° Gruppo, 5° Stormo Aeronautica Militare Italiana, Orio al Serio (Bergamo), 1949. Silver overall, black anti-dazzle panel and white spinner front.



Supermarine Spitfire LF Mk IX, 2013, +18, No.101 Squadron, Heyl HaAvir (Israeli Air Defence Force), flown by Ezer Weizman, early 1950. Dark Earth/Dark Green/Light Grey finish with national markings in six positions; white code, black serial

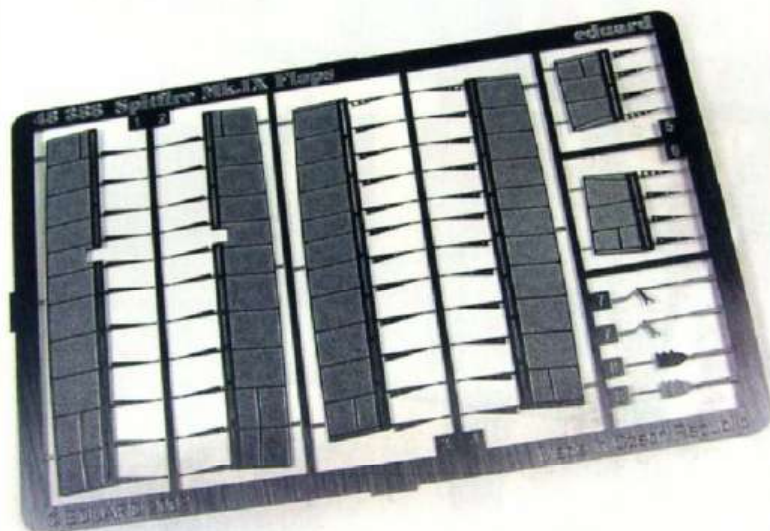




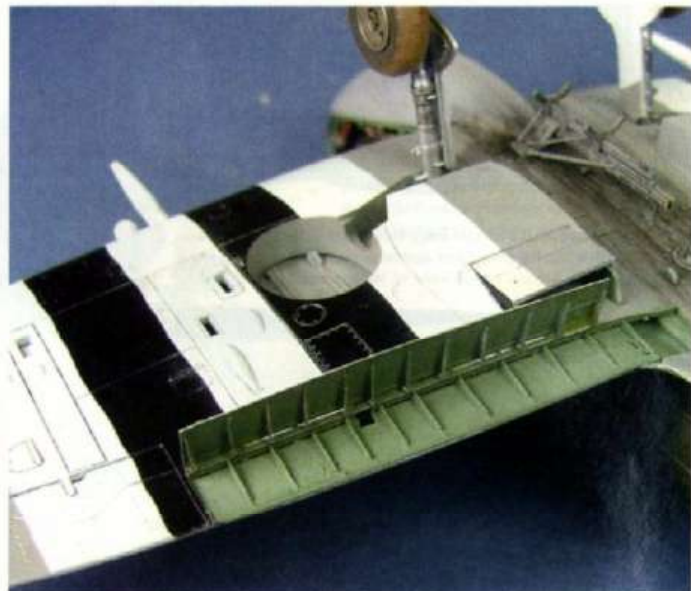
Here are the four 0.303in Browning machine guns and just the one 20mm Hispano cannon which would be on show. Pneumatic pipes have been simulated by fine wire, and the cannon barrel has been cut to fit. The machine gun barrels however just about fit into the wing, but I'd decided to cover the muzzles with the red-doped fabric (made from decals) which are so characteristic of the Spitfire. The guns were sprayed NATO Black followed by a light misting of Clear Blue, then given an oil wash of black, and finally dry-brushed with Plate Silver.



Here are the machine guns and cannon in place...I thought it a bit of a shame that no ammunition boxes were included in the Aires set. The gun bays are not finished yet, though, as the tiny etched machine gun mounting brackets and resin breech covers need to be added. The only thing left on the cannon is the belt feed drum (this is not the magazine) that sits atop the cannon (hence the reason for the bulges on the top of the wing).



This photo shows the Eduard etched Spitfire Mk IX flap set. Overall it isn't too complex to make and fit, although care needs to be taken when bending the parts.



The outermost, larger flaps were added first, and they simply butt-join onto the bottom of the wing. While this is not ideal as it adds to fragility, there was no alternative. CA glue was used to attach them, with PVA applied where necessary to fill the gaps between the flaps and the wing.

TOOLS



This little batch of tools illustrates those you have to have to take on this type of update. The JMC saw to the far left is superb as it is so fine, yet remains rigid.

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

FINAL VERDICT

■ This model was far from easy, although to be fair to Aires I was fitting their sets into a kit (fuselage) different to the one that they were designed for. As always the detail in these sets is absolutely beautiful and benefits from careful painting. They certainly add an instant difference and appeal to the finished model! It was a shame that the nose is 2mm too long, but there was nothing else I could do to eliminate this discrepancy and it is not noticeable, especially with the engine exposed. Each of the extra detail sets adds their own elements, as it were, and although I've gone 'the whole hog' here, I can recommend every one of these sets without hesitation. Annoyingly, I later realised that the markings I applied here from the Aeromaster sheet are actually for an LF Mk IXc, which has clipped wings. This oversight on my part was a shame, but I take solace in the fact that the aircraft could well have had full wings at some stage, most likely earlier in its life...? This was a big undertaking which took many hours, but was overall a highly enjoyable and rewarding project, although not without its challenges.

Was it worth the effort?

Absolutely, without question!

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BUILT & WRITTEN BY STEVE A. EVANS FROM THE UK

ZERSTÖRER!

What a word. It sounds mean and nasty and by heck that's just what it is! It's German for 'destroyer' of course and the thinking behind the big powerful aircraft that carried this name is obvious to see; lots of power and lots of guns, what a winning combination. Well, not quite, of course, because the whole concept of the big fighters came unstuck when faced with the smaller, faster and more nimble single-engined aircraft.

Basically, the Hurricanes and the Spitfires of the RAF found the rather clumsy Bf 110s something of a dilemma because they were very fast and heavily armed, so if you got in front of one you could be in serious trouble, but otherwise they were not too much of a problem. This seriously annoyed the Luftwaffe because they thought the Zerstörer Geschwadern would bulldoze their way through the defences during the Battle of Britain. Luckily for Britain it was not to be and the heavy fighters lost a lot of their previous status. In the end the Bf 110s had to have their own escort of Bf 109s on raids across the Channel. The Eastern Front, however,

saw the big machines back in favour as they were put to increasingly good use as fast attack aircraft carrying a useful bomb load. Continual development saw them gain more equipment and more power as they took on a whole host of different roles. This meant that the Bf 110 stayed in production and in the front lines right up until the end of the war, ensuring its place in the history books as one of the mainstay aircraft of the Luftwaffe.

Up until now we've had a couple of reasonable kits in the quarter scale: the Fujimi offering which was good but pretty basic, especially in the cockpit, was also used by companies such as Mauve and Astrokit who added their own parts to the boxes to update the

Fujimi plastic. Then Revell/Monogram came along with a much better kit that had higher levels of detail, eventually ending in the Pro-Modeler Bf 110G which was good apart from the engine nacelles, which needed correcting to gain any kind of accuracy. Now, there's a new kid on the block and it's a stunner. Eduard have been in the kit-making business for some time, but recently they've been aiming a little bit more up-market, especially with endeavours like their 'Royal' boxings. Now their adverts speak of 'Luxury kits'. Oh my.

In this new box, hidden under a top that is a superb piece of artwork and design, are a whole host of fine looking bits and pieces. This includes the seven

sprues of injection-moulded greenish-coloured plastic and two sprues of clear parts, as well as a pre-painted photo-etched fret and Kabuki tape mask for the canopy and wheels. But wait, there's more; there's also a tiny little resin Dachshund and a write up about the pooches...glorious stuff!

The plastic is very well formed, with excellent levels of detail, all the etched panels are crisp and lightly done and the raised sections (especially in the cockpit) are also very good. It does have a surprising amount of flash around quite a lot of the parts, mind you, and even a hint of 'mould-slip' on sprue 'J', which is unexpectedly disappointing. What are interesting are

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Tamiya Extra Thin Cement
- Tamiya masking tape
- Sidecutters
- Scalpel & No.11 blades
- Sanding sticks & files
- Gunze Sangyo Mr Mark Softer



Paints Used:

Halfords (aerosol) acrylic:
 Grey Plastic Primer

Humbrol enamel:
 Hui54 Insignia Yellow (RLM04 Gelb)

LifeColor acrylics:
 LC72 Satin Black
 LC01 Matt White

Tamiya acrylic:
 X-19 Smoke

White Ensign Colour Coats enamels
 ACLW11 RLM 71 Dunkelgrün
 ACLW12 RLM02 Grau
 ACLW03 RLM65 Heilblau

Daler Rowney oil:
 304 Ivory Black

Daler Rowney pastel:
 #73 Warm Grey

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

Dimensions:

Span - 16.25m
 Length - 12.07m
 Height - 3.30m

Dimensions - 1:48

Span - 338mm
 Length - 250mm
 Height - 68.8mm

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

MODEL INFO

SPEC: Eduard 1:48 Messerschmitt Bf 110E
KIT NO.: 8203 **MATERIALS:** IM, PE
AVAILABILITY: Hannants & LSA Models (UK Distributors) and Eduard stockists worldwide
PRICE GUIDE: £24.99

The level of detail in the kit is impressive with the option to remove the nose cowl and expose all the guns a real bonus. The fit of the cowl is not that good though, as Steve recounts elsewhere, so take care



Excellent level of detail throughout, the kit gives you things little seen such as the wheel wells, as well as those easily seen such as the ventral ETC rack and 250kg bombs



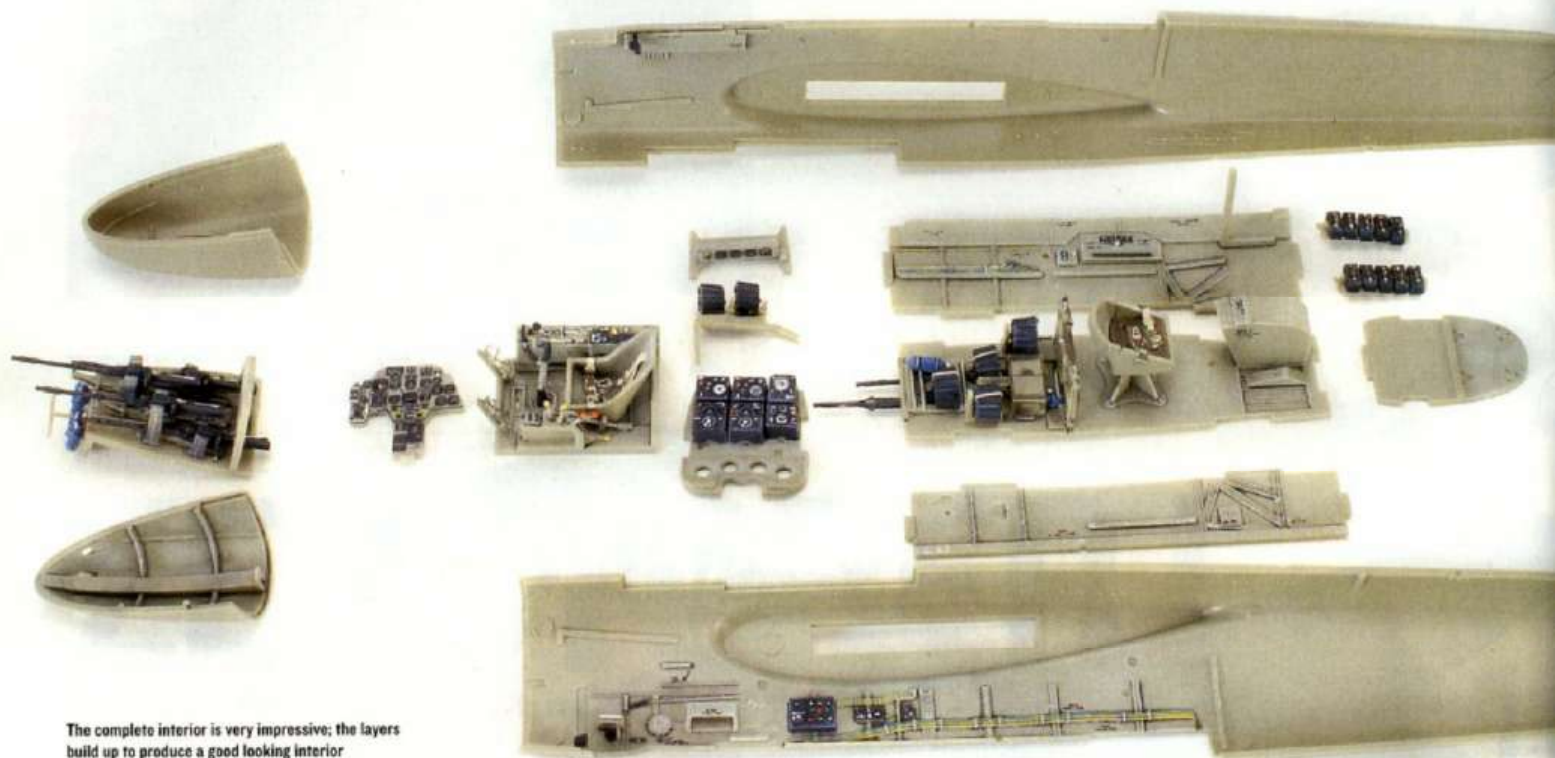
Perfect, 1:48 is the ideal size for twin-engine types, big enough to add detail without being too big as to cause a problem to display

REFERENCES...

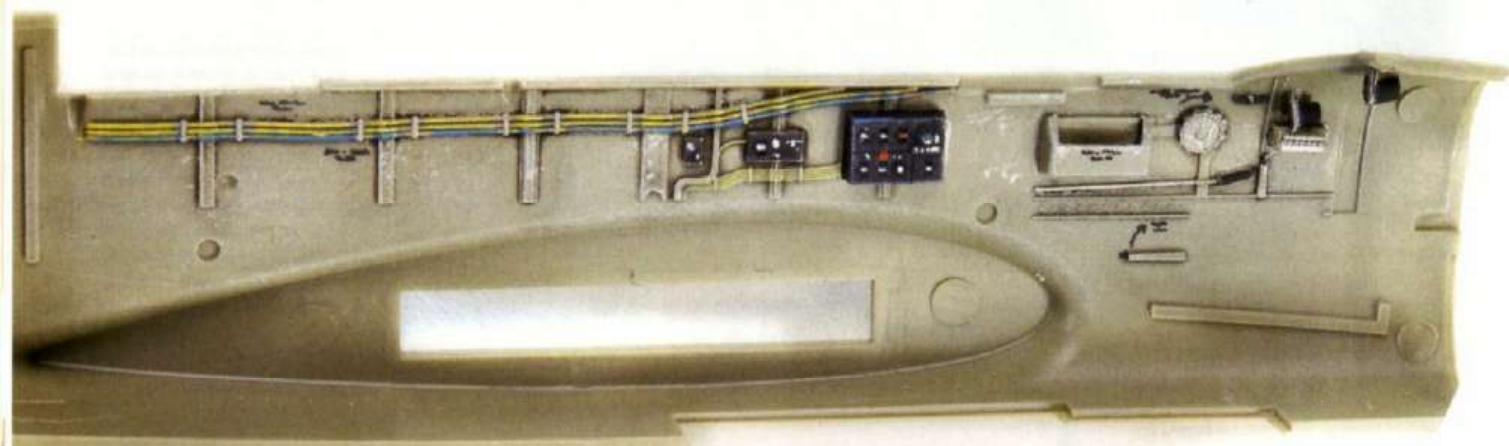
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- Messerschmitt Bf 110 Vol.II by M.J. Murawski, Profile No.21 (Kagero 2005 ISBN: 83-89088-83-5)
- Messerschmitt Bf 110 Vol.III by M.J. Murawski & T. Szlagor, Profile No.23 (Kagero 2005 ISBN: 83-89088-99-3)
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- Wings of the Luftwaffe by Capt. Eric Brown (Airfile Publishing Ltd 1987, 1993, 1996 & 2000 ISBN: 1-85310-413-2)
- Zerstörer Vols. 1 & 2 - Luftwaffe Luftwaffe Fighter-Bomber & Destroyers 1938-1940 by J.J. Vasco (Classic Publications 2005 & 2006)

STEP BY STEP GUIDE - FUSELAGE



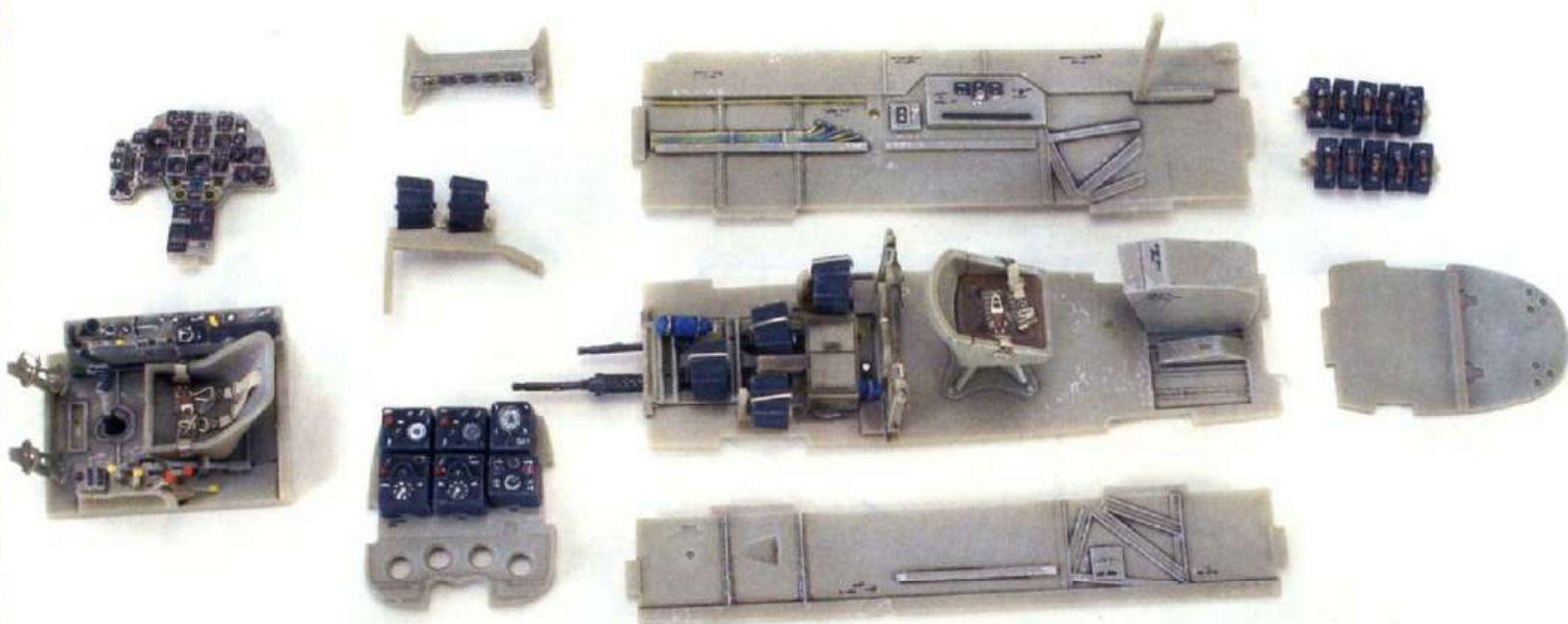
The complete interior is very impressive; the layers build up to produce a good looking interior



The moulded detail is good too, though; just careful painting is needed to bring it all to life



Once fully assembled the 'tub' is a neat little affair and you know with the long 'greenhouse' over the top of it, you're still going to be able to see it all



The cockpit itself has got to be the star of the show as once again the pre-painted Eduard PE makes a huge difference



The fit of the fuselage halves enclosing the assembled cockpit is just superb...



...which is more than can be said for the troublesome nose area



Dymo tape and a Bare-Metal Foil scriber make the perfect combination for rescribing panel lines

Messerschmitt Bf 110E, M8+NC, II./ZG 76, 1941. RLM 74/75/76 finish with black code; 'N' in medium green. Red/white sharkmouth motif around nose



Messerschmitt Bf 110E-2, 6K+YN, 5(H)/Aufkl. Gr.23, Russia, October 1941. RLM 74/75/76 finish with Gelb 04 bands around rear fuselage and beneath undersides of wingtips; all-black code on fuselage sides



Messerschmitt Bf 110D-1, W/Nr. 2354, 3U+DT, 9./ZG 26, Daba, North Africa. RLM 79 upper surfaces with RLM 80 mottling; undersides in RLM 65. White fuselage band and undersides of wingtips; code in black with yellow 'D'. Spinner front in yellow, unit badge on nose



Messerschmitt Bf 110E-2, 3U+KT of 9./ZG 26, North Africa, March 1942. RLM 78/79 scheme with Gelb 27 engine cowlings and rudder. Broad white fuselage band and extreme end of tail. 'K' of code is also in Gelb, outlined in black. Note thin black line on spinner



Messerschmitt Bf 110E, D5+DT, 9./NJG 3, France, 1942. Black overall with light grey codes; red/white sharkmouth motif around nose. Rot RLM 23 spinner fronts



Messerschmitt Bf 110E-1, Wk/Nr. 4018, 2S+NM, 5./ZG 2, Russian Front, July 1942. RLM 71/02/65 finish with Gelb RLM 02 bands around rear fuselage and undersides of wingtips; code in black, with 'N' in Rot RLM 23 as are the spinner fronts



Messerschmitt Bf 110E-1, G9+BC, NJG 1. Black overall with light grey codes and blue 'B', outlined in white; light grey chevron, outlined white, aft of cockpit. Unit badge on fuselage sides



Messerschmitt Bf 110E-1, S9+MP, 6./ZG I, Russia, Autumn 1942. RLM 74/75 uppersurfaces with RLM 65 undersides; side of fuselage filled up in RLM 02. Gelb 04 fuselage band and underside of wingtips; 'Wespe' motif on nose. Spinner RLM70/White



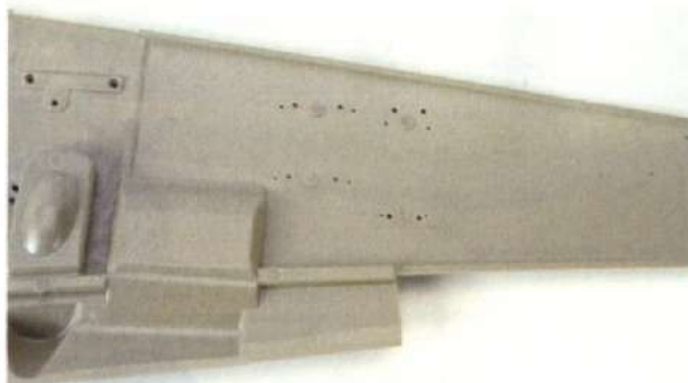
Messerschmitt Bf 110E-2, LN+MR, 13./ZG 5, 1942. RLM 74/75/76 finish with codes in black, 'M' outlined in white; front of spinner in Gelb 04. Unit badge on nose



Messerschmitt Bf 110E-3, HB+BM, 4(H)/Aufkl.Gr.33, Schlüsselburg (Russia), January 1943. RLM 74/75/76 scheme with Gelb 04 band around rear fuselage and below wingtips; code in black with 'B' in white. Unit badge on nose



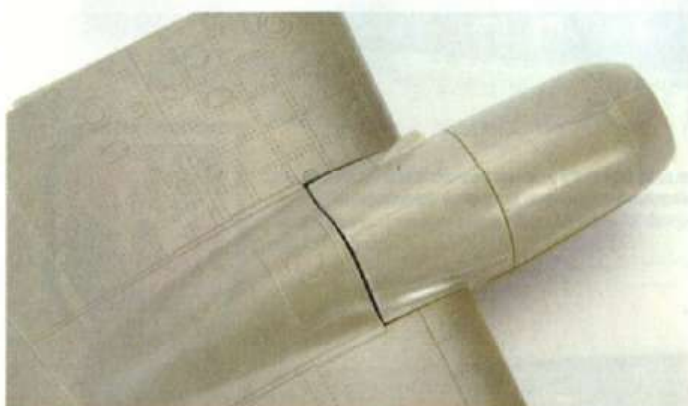
STEP BY STEP GUIDE - WINGS AND ENGINES



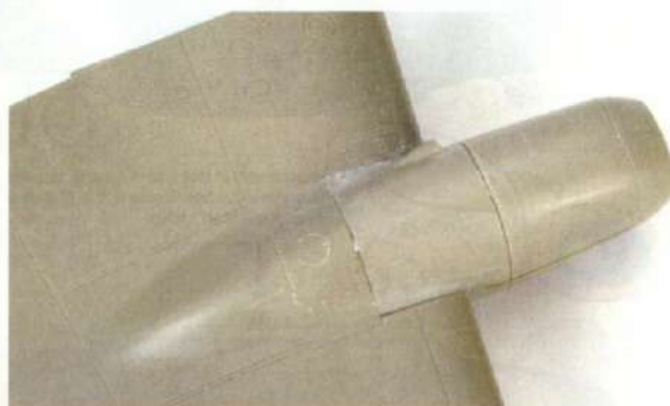
The interior section of the wing is riddled with the holes necessary for the whole range of potential stores combinations



The nacelles are very well moulded, lovely detail...



...but an atrocious fit to the main wing, which calls for some filler



I used thick gap-filling super-glue for this one, not hard but disappointing nonetheless

the parts 'not for use' on the sprues, because these include the Dackelbauch fuel tank of the C/D variant, the little under fuselage oil tank for the desert versions, long range fuel tanks, and all the weaponry (Wfr.Gr.21cm mortar tubes) for the F and G. So there are plenty more versions to come.

THE COCKPIT

Let us begin, shall we? As usual it starts with the innards and here we have the fusion of plastic and painted metal as the etched frets are applied to bring it all to life. The pilot's office

is made up of 17 plastic bits and about the same number of etched parts, while the rear radio/gunner compartment is twice that number of well moulded plastic parts with just a smattering of the metal bits. There are also the cockpit sidewalls to consider and with careful painting the whole lot builds up, layer upon layer to create a very effective looking interior indeed. The colour is the standard early interior of RLM 02 and not the more expected RLM 66.

I followed the Eduard instructions to the letter in the sequence of putting all this lot together, and didn't come across

any untoward difficulties. Most of the parts need careful trimming and trial fitting to make sure it all goes smoothly but that's no problem at all. The only bits that did cause a little headache were the etched additions to the port cockpit sidewall as their positioning is a little vague. Just do a few dry fits of the main cockpit section and you'll see how they all slot in.

The nose guns come in for the assembly treatment next and these are far trickier, with a lot of parts assembled into a very tight space. So tight in fact that with everything in place the upper

cowling won't fit into place (more on that one later). So if you intend to have the nose closed up I would recommend that you fit only the guns and their supports, don't bother with anything else at all, and this includes the rib structure on the inside of the cowling.

Basically the whole cockpit assembly makes up into a 'tub' that slots into one side of the fuselage and then the other half wraps around it. It all actually fitted very well indeed, showing that Eduard are paying attention to the moulds. The nose section containing the four mini MG17s doesn't fit too well, though, with the curves being a little bit of a mismatch,



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

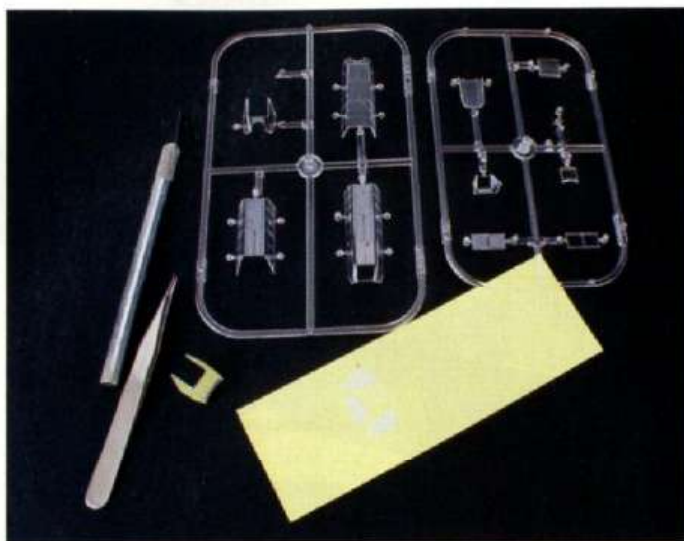


"The pilot's office is made up of 17 plastic bits and about the same number of etched parts, while the rear radio/gunner compartment is twice that number of well moulded plastic parts with just a smattering of the metal bits"

Look at that, lovely, if you only have one Bf 110 in your collection it has just got to have the Wespe head added to it!



STEP BY STEP GUIDE - CANOPY AND NOSE



The extensive canopy and the pre-cut masks, sorry Mr. Eduard, but I just don't like them



More nose trouble, this time the poorly fitting gun-cowl



You can see that it was designed to be left off, simple as that

but it's nothing really serious; I found that slicing away the mounting flange on part B10 made it a lot easier to align.

The joint for the fuselage is actually so good that I had to scribe a new centre panel line in place as it had disappeared after a quick rub down. Dymo tape makes an excellent guide for this process.

THE WINGS

The rather angular looking main wing of the Bf 110 is moulded as a generic item in this kit, with completely separate engine cowlings to cope with the multiple versions that are going to be produced. You know that there are more variants coming by the

amount of holes there are to choose from for the underwing stores. There are also two holes further outboard on the starboard wing for the pitot tubes, only one of which is mentioned in the instructions. The standard pitot is part A6 while the extended later type is A5.

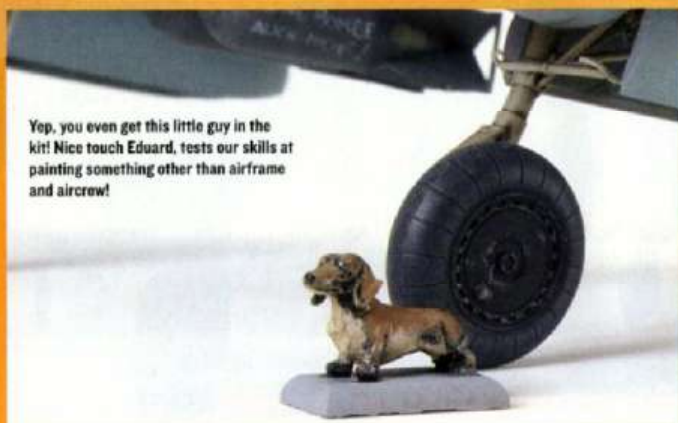
The nacelles themselves are nicely done and once again fit together very neatly, especially the oil cooler intake plate. One point to note is that if you want the propellers to be able to turn later on, now is the time to fit the spinner back-plate and use the two little collars located on sprue C, next to part C15. They are not numbered or mentioned, but if you wait any longer the propellers will have to be permanently fixed into place later.

The nacelles might fit together well, but it's a nasty shock to realise that they don't actually fit the wings very well at all. After lots of trial fits and constant trimming and adjustment I was still left with a very unpleasant gap across the top of wing. Superglue and filler will be making an appearance here. It's not difficult to sort out as it's all out in the open, but it's still very disappointing.

No such thing for the fit of the wings and the tailplanes to the fuselage, though, as it all fits pretty well. The main wings need a little fettling to get them to snuggle up to the locating positions but otherwise they are trouble free.

As the main construction is done, this means we're getting close to the painting now, but first it's time to tackle the canopy and the masking job. In the box you get a full set of die-cut masks for the 'glasshouse' and they are well produced, but I always find these pre-cut masks a real pain to use; I can never seem to get the bits lined up properly, no sooner have I got one edge aligned than it's all gone pear-shaped (literally) at the other. I tried using them, honestly I did, but in the end I just masked up with Tamiya tape and cut my own, so much simpler (for me anyway!). The windscreen and the main section of canopy are then fitted and given a quick coat of RLM 02 so that they get the full painting process applied to them and look more 'built in'.

Not so simple is the fit of the upper gun cowl. It's obviously designed to be left off to show off



Yep, you even get this little guy in the kit! Nice touch Eduard, tests our skills at painting something other than airframe and aircrew!



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



The inclusion of the nose gun bay is a good idea, as it is a focal point on the completed model. The detail added inside the cowl and bay coupled with the limitations of injected plastic do mean this is one of the trickiest bits of the kit to get to fit together

the lovely moulded detail for the machine guns. The added rib detail on the inside of the cowl interferes with the cartridge chutes and forces the sides of the cowl outwards, making a very unpleasant joint indeed. Considering the complexity of the decals that I would be adding to this area later on I decided that some radical preventative surgery was required. Basically I removed the guns and their associated ammo chutes and slotted the cowl into place on a temporary basis for the paint job. It's not ideal because it means going back and refitting all the ironwork a bit later, but just for you, dear modeller, I made the sacrifice.

PAINT

As usual, painting a Luftwaffe subject raises more questions than can be answered by just a quick chat in a short article. Suffice it to say that the instructions call for all the day fighter versions in the box (that's 4 of them) to be in the RLM 74/75/76 colours. The trouble is that the 'E' variants were produced in the spring and early summer of 1941 and the new colours of RLM 74 and 75 were introduced in November of that year, meaning that most of the main production runs would have been painted in the RLM 02/71/65 colour scheme of the earlier types.

Indeed the Iraqi machine is one of the first 'E's' to be produced and was in combat during May 1941, long before

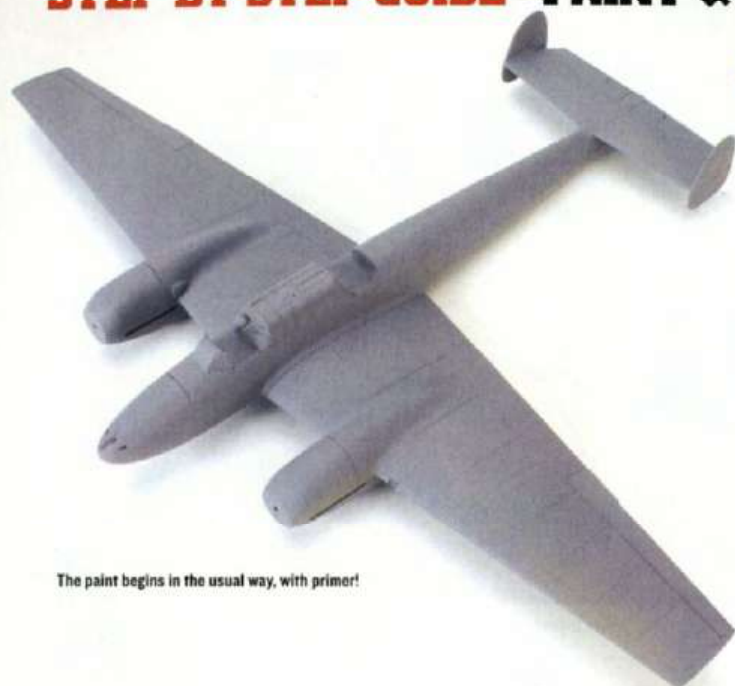
the new colours would have been applied (even accounting for the field mixed and applied greys) so that one should be in the early camo scheme for sure. Basically, after a lot of searching through a multitude of books and websites, it came down to a matter of personal belief as to which colour scheme these aircraft would have been seen in. In the end I went for the earlier scheme purely because it seemed a more logical choice to me, and I also liked the way it looked in these colours on the glorious box top artwork.

We begin the paint with the usual application of Halfords Grey Plastic Primer, swiftly followed by filling in the yellow portions for the theatre identification markings, RLM 04 Gelb. These

are masked off and the underside RLM 65 is applied. The White Ensign enamel is thinned and lightened a touch and then applied straight over the primer, no pre-shading on this one, thank you. The Hellblau is sprayed a little heavier in the centre of each panel with lighter coats along the joints, letting the darker primer show through and acting as a shading medium. Once dry the RLM 02 Grau is applied to the upper surface, including the mottling down the fuselage sides and the vertical tails. This is then masked with little worms of Blu-Tack and a few strips of masking tape and the RLM 71 is applied, which all sounds pretty simple and it is; no messing around and nothing too complex, marvellous!



STEP BY STEP GUIDE - PAINT & DECALS



The paint begins in the usual way, with primer!



Humbrol 154 Insignia Yellow makes a good RLM 04



The basic scheme. There's a mistake on the left hand wing pattern but that can be easily rectified with some careful airbrush work a little later.



Tamiya X-19 Smoke is a wonderful panel shader and the first stage of accentuation and weathering



The wheel bays get the RLM02 treatment as well; accentuation for these areas will be courtesy of a black oil wash

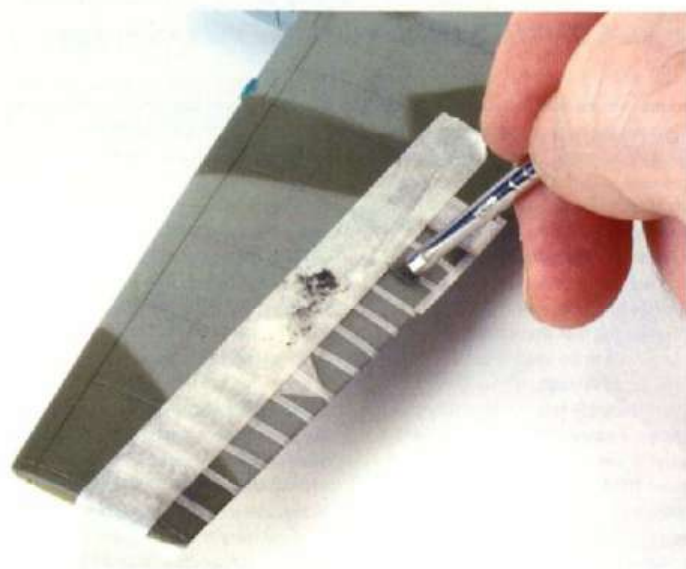


How bright are my Wespen? Shockingly bright, actually

White Ensign do the whole range of Luftwaffe colours and here we see their version of RLM 65 Hellblau



The upper surface RLM 02 is masked with Blu-Tack and tape in preparation for the application of the RLM 71



Pastel dust does the rest; here we see the fabric control surfaces getting the treatment



The finished result looks pretty good as long as it's not overdone. It takes a bit of time and practise to get it right, but it's worth the effort



The built-up undercarriage is a little complex but sturdy enough. All this area needs to be perfect is some hydraulic lines for the brakes

THE SECOND '110

As we write this Eduard has followed the E version with the C (#8201). The kit utilises most of the main parts used in the E, but also switches to other detail parts unused in the E to represent the earlier version. The C-series was the first major production version of the Bf 110 and it used the DB 601-series engine. The kit will allow the C-1, C-2, C-3 or C-4 versions to be built as you would need the ETC 250 bomb racks for the C-4/B, Rb 50/30 cameras for the C-5, the ventral 30mm gunpack for the C-6 or ETC 500 bomb racks for the C-7. Decals are included for five machines: W/Nr.2831, 2N+GN of 5./ZG1 flown by Fw. M. Dähne [RLM70/71/76]; W/Nr.3602, M8+AC of Stab II./ZG76 flown by Maj. E. Groth [RLM70/71/76]; 2N+AP of 9./ZG76 flown by Oblt U. Schlaffer [RLM 70/71/02/76]; W/Nr.3102, U8+BB of Stab I./ZG26 flown by Oblt R. Proske [RTLM 70/71/76]; LI+DH of I./NJG3, North Africa [RLM 22 over original RLM 02/70/71/76]. We are not 100% convinced by RLM 76, as RLM 65 would seem more likely, however there is no getting away from the fact that the C is as good as the E, so it is well worth investing the same £24.99 in!

All Eduard products can be obtained in the UK from Hannants or LSA Models (UK Distribution) or Eduard stockists worldwide [visit www.eduard.com]





We have waited many years for a new, detailed '110 in 1:48 and now at last you can start adding them to your Luftwaffe collection

"The instructions call for all the day fighter versions in the box (that's 4 of them) to be in the RLM 74/75/76 colours. The trouble is that the 'E' variants were produced in the spring and early summer of 1941 and the new colours of RLM 74 and 75 were introduced in November of that year, meaning that most of the main production runs would have been painted in the RLM 02/71/65 colour scheme of the earlier types"

The shading process is also pretty simple, although it does take a bit more time and patience. This means the application of Tamiya X-19 Smoke in a very thin spray over every single panel line and joint, heavier over the engines and around the gun muzzles and ejection slots. Once dry it's time for stage 2 and that means the pastel dust. This is brush-applied to the panels, especially around the control surfaces and the movable bits. The fabric coverings of these surfaces get their own special treatment, of course, with thin strips of masking tape applied to the raised rib portions to keep them clean while pastel dust is applied to the fabric bits. As long as this isn't done too heavily then it can look pretty effective. If you do apply a bit too much pastel dust then just use a plastic eraser and rub it off and start again. Minimal weathering is applied at this stage, the pastels help-

ing this of course, but a silver pencil sparingly applied along the panels and fastener heads makes a world of scruffy difference as well.

The final phase of the painting is the masking and spraying of the wheel wells, once again in RLM 02, it seems the Luftwaffe loved that colour for a while. The whole kit was then given several coats of Johnsons Kleer in preparation for the decals.

MARKINGS

There are five options in the box and they are all very interesting. There are two with the dramatic Wespe on the nose, one with the Dachshund motif, one from Iraq and one with a very interesting black/green scheme for over-water operations. The Wespe scheme was the preferred choice for this one and this was duly the first of the decals to be applied, mainly because I was

curious to see how it would cope with the complex curves of the nose. In the end I needn't have worried at all because with the liberal application of Mr Mark softening solution, it settled down very well indeed. In fact all the decals did, without fuss, and in the end not a hint of silvering from any of them, which was a first-class result considering that there are a fair number of stencils to be applied as well. The only negative really is that they are eye-bleedingly bright, especially that Wespe! I calmed them all down with a quick over-spray of heavily thinned down RLM 02, which seemed to do the trick, and everything began to look much more settled.

After that it was a question of all the little odds and ends, which include the complex but trouble-free undercarriage legs as well as the airdials and pitot tube, the bomb load, which looks

quite nice, and the most troublesome parts of all, the exhaust stacks. The exhausts are moulded individually and are pretty tricky to attach; they also come with a fair amount of flash and are just solid blocks which rather defeats the object of individual mouldings, I think, but that means there's room for some aftermarket work I guess.

The final parts of the process are the flat coat, in this case White Ensign Matt Varnish, and the remaining transparent parts (including the armoured front glass with photo-etched framework). With all that in place, the very last thing is the aerial wire running from the starboard tail to the mast, and the connector to the fuselage. Both of these are lengths of fishing line, secured in place with super-glue. Once they are set, it's job done. ■

The 'Luxury' box contents. It's a fine collection of plastic and metal, but spot the pouch



FINAL VERDICT

■ This new kit from Eduard shows us the direction that they are taking: it's up-market and beautifully presented, with lots of 'stuff' in the box. It costs a bit more than the average kit but then you get a bit more too. The detail is very good and the basic fit and finish is pretty much faultless. The generic nature of the kit being the basis for a whole raft of versions means that you have to work at some areas but that's not necessarily a bad thing, is it? The mould flash on many of the parts and fit of the nacelles are disappointing, although that shows us that there is still room for improvement. In the end it's a wonderful looking model that captures the aggressive, workhorse-like nature of the real aircraft, and I know for a fact that I'll be buying a couple more of them to do the various versions, and that says a lot to me about the whole experience.

Was it worth the money?

Yes indeed, and my own cash is already earmarked for the next release.



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HAWKER-SIDDELEY HARRIER

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

Hawker-Siddeley Kestrel, XS688, Tripartite Evaluation Squadron (TES), 1965. Natural metal overall with black inflatable rubber air intake lips; TES markings in four wing positions (exceptionally on this example, these were 'handed'). Black serial, repeated below wings, and logo on nose



Hawker-Siddeley Kestrel, XS693/3, Tripartite Evaluation Squadron, 1965. Natural metal overall with TES markings in four wing positions; serial in black, repeated below wings. '3' in black on nose



Hawker-Siddeley Harrier GR Mk I, XV277, Dunsfold, 1969. Dark Sea Grey/Dark Green/Light Aircraft Grey finish with national markings in bright colours; 36in. diameter roundels above and below wings, 24in. diameter roundels on air intakes. Black serial, repeated below wings



Hawker-Siddeley Harrier GR Mk I, XV279, Dunsfold, 1969. Dark Sea Grey/Dark Green/Light Aircraft Grey finish with national markings in bright colours; 36in. diameter roundels above and below wings, 24in. diameter roundels on air intakes. Black serial, repeated below wings. Unpainted nose cone and parachute tail housing



Hawker-Siddeley Harrier GR Mk I, XV755, Harrier Conversion Team, displayed at Biggin Hill, 19th September 1969. Gloss Dark Sea Grey/Dark Green/Light Aircraft Grey finish with national markings in red/white/blue; roundels in six positions. Serial in black, repeated below wings; RAF Wittering crest on fin



Hawker-Siddeley Harrier GR Mk I, XV783, No.1 Squadron, Wittering, 1969. Gloss Dark Sea Grey/Dark Green/Light Aircraft Grey finish with national markings in red/white/blue; roundels in six positions. Serial in black, repeated below wings; unit badge, flanked by red/white arrowheads, on nose. RAF Wittering crest on fin





Harrier GR Mk 1, XV760 of the Harrier Operational Conversion Unit finished in the original high gloss three-tone scheme of Dark Sea Grey/Dark Green/Light Aircraft Grey with high visibility and bright coloured national markings; note the fin code in different styles of numbers (Richard J. Caruana Archives)

WRITTEN BY RICHARD J. CARUANA

BIRTH OF THE JUMP JET

Early versions of the Hawker-Siddeley Harrier

Fifty years after its conception, the Harrier remains unique in its genre. Yet few realise that this was one of the last private ventures to eventually emerge from Britain's aviation industry, and also the last in which Sir Sidney Camm played a decisive role. Although credit is usually ascribed to the design team he had built up over the previous four decades, Camm decided to initiate such an ambitious project after a meeting he had with Dr Stanley Hooker of the Bristol Engine Company early in 1957.

The previous year, Hooker learned of a Frenchman's project for a vertical take-off and landing (VTOL) aeroplane known as the *Gyroptère*. The design conceived by Michel Wibault featured swivelling compressors on either side of the fuselage fed by air from a conventional gas turbine engine. This led Bristol's design team to embark on a project to study and refine the idea that eventually led to the BE.52, combining the Orpheus and Olympus to provide a ducted fan jet with rotating 'cold' nozzles on either side of the compressor while hot air exited through a conventional central tailpipe.

Ralph S. Hooper, senior project engineer at Hawker's, was entrusted with the task of drawing up a layout to embody such an engine, under the designation of P.1127. Very soon, the tail pipe arrangement was changed to one similar to that of the Sea Hawk whereby hot air exited through bifurcated nozzles, except that in this case these were also rotatable. Bristol's engine project became BE.53 so as to incorporate such changes. By August 1957, the Hawker P.1127 became more than a paper project; its design continued to evolve through a programme of very close cooperation between aircraft and engine design engineers.

Unfortunately, this was a time when the infamous Defence White Paper of spring 1957 was wrecking havoc within the British aviation industry, includ-

ing the scrapping of such advanced projects as the TSR.2. In such light, Hawker found absolutely no official financial backing and had to look towards NATO as a possible source of funds and, eventually, sales of its VTOL design. If such interest materialised, Hawker could at least aspire for funding through the Mutual Weapons Development Programme (MWDP). Although funding to the tune of 75 percent of development costs for six Bristol BE.53 engines was allocated through MWDP, Hawker had to continue its design project using company funds after a decision to build two P.1127 prototypes had been, very courageously, taken in April 1959.

The only assistance received at that time by the P.1127 project was the use of Langley's National Aeronautics and Space Administration (NASA) wind tunnel facilities to test its models. However Hawker's determination and foresight began to be rewarded as interest in its project increased from day to day, especially after all design work had been passed on to the Experimental Design Office at Kingston. Draft requirement GOR.345 for a Hunter replacement was issued in October 1959 was the first ray of hope that official recognition had finally been achieved, accompanied by a grant of £75,000 supposedly to cover design work that had already been done on the P.1127!

Work at Bristol had moved in great strides, and by March 1960 they had bench-tested an engine earmarked for the P.1127 prototype, which provided 10,000lb installed thrust. At around the same time, Hawker was invited to tender for four development aircraft and in June it also received funding for the two private-venture machines that were nearing completion.

While the two senior test pilots, Bill Bedford and Hugh Merewether, familiarised themselves with the Bell X-14 at Ames Air Force Base (AFB) in the United States, the first engine was delivered to Hawker on 6th May



No.4 Squadron Harrier GR Mk 1, XV784/D, photographed on 6th December 1975. It is finished in the intermediate scheme, that is in matt colours but still retaining its Light Aircraft Grey undersides; note how the pattern of the Dark Green on the fin does not continue onto the rudder, ensuring that each detachable part of one aircraft could be fitted onto another without mis-match (Dennis Robinson)

1960. This was installed in XP831, and on 22nd June an official contract for the two prototypes (XP831 & XP836) was signed. The first prototype was delivered to Dunsfold on 15th July and ground running of the engine began on 31st August using a specially designed 'silencing pen'. The first Pegasus flight engine arrived on 13th October and when installed, XP831 flew in hover for the first time on 21st October 1960, piloted by Bill Bedford despite having his right leg in a plaster cast, having been declared "fit to fly, tethered mode only" by the RAF's Central Medical Board! With no markings at all over its bare metal finish, it was tethered at the nose wheel and at each wingtip and apart from its unconventional shape the aircraft also left its mark on those witnessing the flight for its indescribably deafening noise!

INTRODUCING THE KESTREL

An order for a further four prototypes (XP972, XP976, XP980 & XP984) was issued by the Ministry of Supply on 2nd November 1960, meant to serve as evolution aircraft towards the realisation of a military design through the increase of engine power, accommodation of operational equipment and the development of wing design. The P.1127's first conventional flight took place on 13th March 1961, piloted by Bill Bedford, lasting 22 minutes. Among the crowd present for the event there was Sir Sydney Camm, George Anderson (Sales Manager), Roy Chaplain (Deputy

Chief Designer) and Fred Sutton (Flight Test Manager). While a Hunter T.7 was chosen as chase plane for this flight, Hurricane PZ865/G-AMAU ('Last of the Many') was used for the transitional flight of the P.1127, due to its controllable speed range from 70 to 250 knots.

GOR.345 had, in the meantime, been replaced by NBMR-3, a scheme backed by NATO calling for a supersonic strike fighter. Hawker soon adapted the P.1127 design to qualify for such a specification, under the project number P.1154. Although the latter was never to achieve production status, experience gained in its planning contributed in no small way towards achieving a fully operational version of the P.1127. May of 1962 brought about an order for nine more aircraft (XS688-696). Through an agreement reached between Britain, the United States and West Germany, an evaluation squadron was established under the name of Tripartite Evaluation Squadron (TES) its CO being Wg Cdr D. Scrimgeour, RAF. This unit was based at West Raynham in 1964 and operated the Pegasus 5-powered version known as the 'Kestrel'. Operational flying began on 1st April 1965 and up to 30th November 1965 the trials generated a huge amount of data, including for the 938 take-offs and landings undertaken, which is a high figure considering the serviceability of the radical engine/air-frame combination.

FROM KESTREL TO HARRIER

Another round of political axes fell on

HISTORICAL FEATURE

HAWKER-SIDDELEY HARRIER

Hawker-Siddeley Harrier GR Mk I, XV760/60, Harrier Operational Conversion Unit (HOCU). Gloss Dark Sea Grey/Dark Green/Light Aircraft Grey finish with red/white/blue roundels in four positions; serial in black, repeated below wings. Code '60' on fin in red, outlined yellow; HOCU badge on nose



Typical upper surface camouflage pattern (right) and position/size of underwing serials. Underside pattern of wrap-round scheme was a mirror image of the top pattern



Above: Hawker-Siddeley Harrier GR Mk I, XV778/S, No. 1 Squadron, 1970. Gloss Dark Sea Grey/Dark Green/Light Aircraft Grey finish with red/white/blue roundels in six positions; serial in black, repeated below wings. Code 'S' in white on fin; unit badge on nose

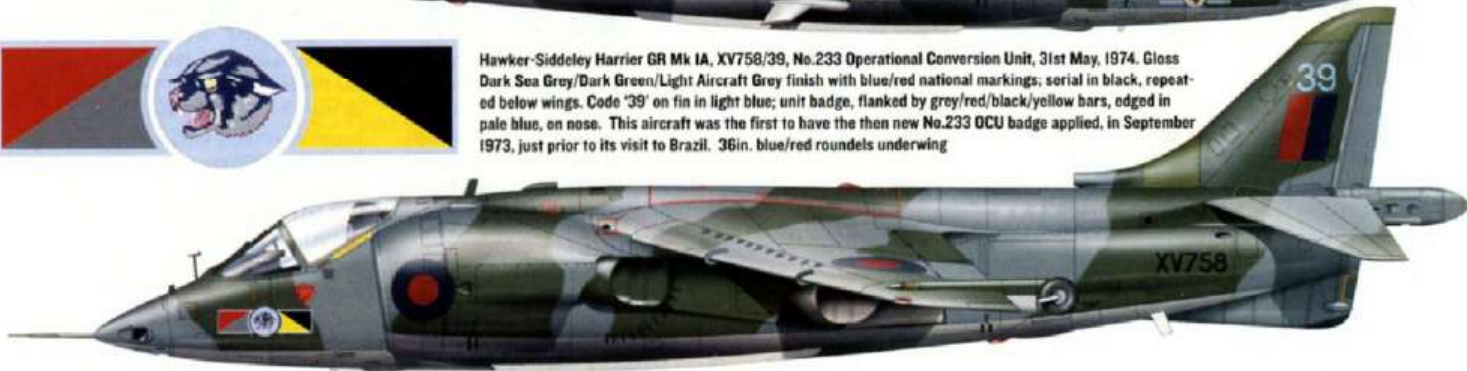
Below: Hawker-Siddeley Harrier GR Mk I, XV751/51, Harrier Operational Conversion Unit (HOCU), 1971. Dark Sea Grey/Dark Green/Light Aircraft Grey finish with blue/red national markings; serial in black, repeated below wings. '51' on fin in red, outlined yellow; previous code (N) from No.1 Squadron in red still visible on fin. HOCU badge on nose. 36in. diameter blue/red roundels under wing



Hawker-Siddeley Harrier GR Mk I, XV808/T, No.20 Squadron, August 1973. Dark Sea Grey/Dark Green/Light Aircraft Grey finish with blue/red national markings; black serial and code, the former repeated below the wings. Unit badge on nose flanked by light blue bars with red/white/green stripes at centre (note that eagle motif is not handed on this side)



Hawker-Siddeley Harrier GR Mk IA, XV758/39, No.233 Operational Conversion Unit, 31st May, 1974. Gloss Dark Sea Grey/Dark Green/Light Aircraft Grey finish with blue/red national markings; serial in black, repeated below wings. Code '39' on fin in light blue; unit badge, flanked by grey/red/black/yellow bars, edged in pale blue, on nose. This aircraft was the first to have the then new No.233 OCU badge applied, in September 1973, just prior to its visit to Brazil. 36in. blue/red roundels underwing





Hawker-Siddeley Harrier GR Mk 1, XV739/V, No.1 Squadron, August 1973. Dark Sea Grey/Dark Green/Light Aircraft Grey finish with blue/red national markings; black serial, repeated below wings. Code 'V' in red on fin; unit badge on nose flanked by red/white arrowheads. 36in. blue/red roundels underwing.



Hawker-Siddeley Harrier GR Mk 1, XW767/F, No.3 Squadron, 1975. Dark Sea Grey/Dark Green/Light Aircraft Grey finish with blue/red national markings; black serial, repeated below wings. Code 'F' in yellow on fin; white nose cap and wingtips; unit badge on nose, flanked by green/yellow bars. When recorded at Malta it carried a No.111 Squadron zap on the rear fuselage.



Hawker-Siddeley Harrier GR Mk 1, XV747/G, No.4 Squadron, Gutersloh, 8th December 1975. Matt Dark Sea Grey/Dark Green/Light Aircraft Grey finish with Gloss nose cone. Blue/red national markings. Unit badge, flanked by yellow/red/black bars, on nose. 36in. blue/red roundels underwing from its days at RAF Wittering. Note the No.233 OCU badge "shadow" on the nose



Hawker-Siddeley Harrier GR Mk 1, XV810/XX, No.20 Squadron, Wildenrath, 1976. Matt Dark Sea Grey/Dark Green/Light Aircraft Grey finish with blue/red national markings on intake sides, upper main planes and fin with 36in. red/white/blue roundels under wing. Serial and code on fin and outrigger fairings in black, the former repeated below the wings. Unit badge on nose, flanked by light blue bars with red/white/green stripes at centre



Hawker-Siddeley Harrier GR Mk 3, XV810, No.20 Squadron, 15th October 1976. Dark Sea Grey/Dark Green/Light Aircraft Grey finish with blue/red national markings on intake sides, upper main planes and fin with 36in. red/white/blue roundels under wing. Black serial, repeated below wings. Code XX in black on outrigger fairings. Unit badge on nose, flanked by light blue bars, with red/white/green stripes at centre. Note US Marine Corps style aerial fitted for evaluation by the British Army in Germany



Hawker-Siddeley Harrier GR Mk 3, XW630, No.20 Squadron, Wildenrath, 1977. Dark Sea Grey/Dark Green wrap-round camouflage with blue/red national markings; serial in black, repeated below the wings. Unit badge on nose, flanked by light blue bars with red/white/green stripes at centre



HISTORICAL FEATURE

HAWKER-SIDDELEY HARRIER

Hawker-Siddeley Harrier GR Mk 3, XW922/44, No.233 Operational Conversion Unit (OCU), Leuchars, 25th June 1965. Dark Sea Grey/Dark Green wrap-round camouflage finish with blue/red national markings; black serial, repeated below wings. '44' on fin in light blue; unit badge, flanked by red/grey/yellow/black dicing (outlined in light blue) on nose. XW922 was the first No.233 OCU aircraft to be given the then new overall camouflage finish in May 1975. Note the lighter shade of Dark Green on the nose, this being a temporary finish of Acrylic "Ground Equipment" Dark Green over a repair to a bird strike which occurred that morning. 36in. Blue/Red roundels under wing.



Hawker-Siddeley Harrier GR Mk 3, XV752/M, No.1417 Flight. Dark Sea Grey/Dark Green wrap-round camouflage finish with blue/red national markings; black serial, repeated below wings. Code 'M' in white; unit badge, flanked by red/blue bars, on nose



Hawker-Siddeley Harrier GR Mk 3, XV778/H, Falkland Islands Detachment, 1983. Dark Sea Grey/Dark Green wrap-round camouflage finish with blue/red national markings; serial in black, repeated below wings. Code 'H' in yellow on fin; unit badge below windscreen



Hawker-Siddeley Harrier GR Mk 3, XV789/07, No.1 Squadron, July 1984. Dark Sea Grey/Dark Green wrap-round camouflage finish with blue/red national markings; black serial repeated below wings. Code '07' in yellow on fin; unit badge, flanked by red/white arrowheads, on nose. Note 'old-style' finished rear section of underwing fuel tank



Hawker-Siddeley Harrier GR Mk 3, XV738/B, No.4 Squadron, Gutersloh, 1984. Dark Sea Grey upper surfaces and Medium Sea grey undersides; serial in dark grey, code 'B' in light grey on fin. Unit badge and flanking bars in monochrome shades replacing the original colours; blue/red national markings of reduced size. Experimental scheme used for Operation Match-Coat, comparison and evaluation against all-green XV809 of No.3 Squadron



Hawker-Siddeley Harrier GR Mk 1, XZ993/M, No.4 Squadron, Gutersloh, September 1989. Dark Sea Grey/Dark Green wrap-round camouflage finish with blue/red national markings; black serial, repeated below wings. Black/red fin and rudder with yellow flash and code 'M' superimposed; unit badge, flanked by red/black bars, with yellow outline and lightning flashes



a number of aviation projects under development in January 1965, one of which was the P.1154. In compensation, ASR.384 was issued calling for a P.1127 development for use by the Royal Air Force (RAF). This was followed later that same year with an order for six pre-production aircraft, named 'Harrier' (XV276-281), the first of which flew in August 1966. Although resembling the Kestrel in many ways, the Harrier was virtually a new aircraft and its engineering can only be described as ingenious. For the first time ever, an aircraft was designed and built in such a way that every single panel in the fuselage, every wing and any of its panels, flap, aileron, wing tip, fin and all its panels, canopy, nose cone and every access door could be removed from one aircraft and bolted, screwed or riveted onto another without adjustment of any kind; and as if to emphasise this, access panels on early Harriers had clearly stamped on the inside the words 'Checked for Interchangeability'!

Powered by the Pegasus Mk 6, which was now providing 19,000lb of thrust, the first four aircraft in this batch (XV276-297) were built with Kestrel-type fairings in front of the cold nozzles while the other two featured the later type of air intake fairings. All aircraft had the rectangular style intake and exhaust fairing on the forward engine bay doors for the twin 4kVA engine mounted alternators. Modellers should note that these aircraft were finished in gloss polyurethane Dark Green/Dark Sea Grey/Light Aircraft Grey and carried 36in. diameter red/white/blue roundels on upper and lower surfaces of the wings together with a 24in. red/white/blue roundel on the intake sides (centred on No.5 auxiliary intake door) and fin flashes in the same colours. Serials were in standard 8in. black characters on the rear fuselage, repeated below the wings in 20" high characters.

The pre-production run was followed by an initial batch of Harrier GR Mk 1s to full operational specification, made up of two batches. The first consisted of serial XV738-762, all of which were similarly finished to the first six aircraft described above. XV742 flew for a while with civil registration G-VSTO for a sales mission to Switzerland. This was followed by a second batch (XV776-810) but this time there was a change of markings believed to have begun with XV795. Air Staff policy had changed and lower visibility national markings were now required. These consisted of 24in. diameter red/blue roundels on the intake sides while those above the wings (in the same colours) were reduced from 36in. diameter to 30in. and officially moved outboard by some two inches so that the outer edge of the red disc abutted against the outer edge of the Aileron Power Control Unit (PCU) access panel. Fin flashes were also changed to red/blue while roundels beneath the wings remained as before. XV743 crashed prior to

delivery to the RAF and was replaced by XW630.

A second production batch of Harrier GR Mk 1s consisted of XW754-770. Due to a possible conflict of identification between XW754-762 with part of the first production batch (XV754-762) the former were re-serialised XW916-924.

A Harrier Conversion Team (HCT) was formed on 1st January 1969, led by Sqn Ldr R.H.B. Le Brocq, spending the first three months with Hawker Siddeley at Dunsfold. Following the HCT to Wittering on 1st April, the first pair of GR Mk 1s arrived on 17th and 18th May with the first conversion course for No.1(F) Squadron pilots beginning on 14th July, without the use of a simulator or a two-seat trainer; these were preceded by sorties whereby pilots became accustomed to VTOL techniques flying a Westland Whirlwind helicopter. On 1st April of the following year, the HCT became the Harrier Conversion Unit until another change in name that came on 1st October when it became officially known as No.233 Operational Conversion Unit (OCU).

Living up to its motto (*Foremost in Everything*) No.1(F) Squadron RAF was given the task of proving the Harrier in operational service when it moved from West Raynham to Wittering in June of the same year. As can be expected of such a revolutionary machine, conversion was a long process and characterised by a number of problems. However, once these had been overcome the squadron championed the Harrier's unique qualities wherever it went. The unit's first overseas deployment was in March 1970 at Akrotiri (Cyprus), staging through Malta where yours truly gaped in utter amazement to see the aircraft landing and taking off in the length of a football pitch.

Second unit to be equipped with the Harrier was No.4(AC) Squadron RAF, which moved from Gutersloh, first to Wittering in March 1970 for conversion to the Harrier and then to Wildenrath where it received its first GR Mk 1s (XV779, 780) on 22nd June. Second RAF Germany unit to pass onto the Harrier GR Mk 1 was No.20, becoming officially operational on 1st December 1970.

Meanwhile Pegasus development and production had passed on to Rolls-Royce (following a Bristol-R.R. merger) from where the Pegasus 102 of 20,000lb thrust appeared. These engines were retrofitted to all GR Mk 1s and with it came a change in designation to GR Mk 1A. XW916-924 were built as Mk 1As and finished on the production line in matt Dark Sea Grey/Dark Green/Light Aircraft Grey while other Harriers in service began to receive the same matt finish. Markings remained the same as those for the last batch of GR Mk 1s, described above. These aircraft were produced as GR Mk 1As, but powered by the Pegasus 103 (21,000lb thrust) but still retaining the twin 4kVA alternators. Problems with Rotax 12kVA alternators planned for the 103 meant that some Pegasus engines of this type



XP976, one of the four development P.1127 Kestrels; the others being XP972, XP980, XP984. Note the original design of the wings (via Dennis Robinson)

were only partially upgraded to the required standard.

Apart from upgrading Harriers already in the field, a fourth unit, No.3 Squadron, was formed in January 1972 at Wildenrath on the GR Mk 1A thus completing the Wildenrath Wing of three squadrons. A further upgrade of Harriers to GR Mk 3s involved the installation of the new Pegasus 103, while a further batch of Harriers (XZ128-139) to this standard was produced. These first GR Mk 3s were delivered complete with LRMTS (Laser Ranging And Marked Target Seeking) nose and PWR (Passive Warning Radar) tail. Another external modification was the increase in height of the fin tip by some six inches. By that time the external finish had been standardised with the application of the three matt colours and two-colour national markings (with the exception of roundels below the wings that remained in red/white/blue). A final production run of GR Mk 3s consisted of XZ963-973 and XZ987-999. These appeared in the 'wrap-round' finish of matt Dark Sea Grey and Dark Green, with two-colour national markings in all positions. It has been noted that XZ963-973 were issued with stencil-style serial numbers on the rear fuselage.

FAR AWAY FROM BRITISH SHORES

Harriers from No.1(F) Squadron were flown to Belize (ex-British Honduras) when that Central American state was under threat of invasion by Guatemala. Six GR Mk 1s arrived there on 5th November 1975 but returned to the UK the following April as tensions eased. Barely a year later they were back and formed a permanent detachment in July 1977, and received the designation of No.1417 Flight in January 1979. This time the aircraft were GR Mk 3s, both machines and pilots being supplied in three-month rotation by RAF squadrons

based in Europe until the arrival of the GR Mk 5 late in 1980s.

The contribution of No.1(F) Squadron Harriers during the Falklands campaign merits a full feature to do it justice. It would be enough to mention, in this short space available, that the ten aircraft from this unit that participated in this short war were required to be modified in record time in a number of ways, including the ability to carry and fire Sidewinder missiles. Their pilots had also to undergo a crash training session of ski-jump procedures at Yeovilton, and then had to fly non-stop for 4,600 miles to catch up with their vessel, 'Atlantic Conveyor'. While they retained their normal camouflage and markings, all unit markings were deleted.

Following the recapture of the Falkland Islands, No.1(F) Squadron remained on station with a flight at RAF Port Stanley. At first it carried the name of Harrier Detachment Flight (HDF). On 10 November 1982 No.4(AC) Squadron took over these duties, followed by No.3(F) and No.20 Squadrons, and No.233 OCU in rotation every three months. Eventually the HDF became known as No.1453 Flight and remained in operation until the opening of Mount Pleasant on 2nd May 1985, when the flight was disbanded.

This is by no means the end of the Harrier story. Hopefully, in the not too distant future, we shall examine more versions of this revolutionary aircraft, and also take a close look at its early export and two-seat versions. ■

ACKNOWLEDGEMENT

My sincere gratitude to an old acquaintance, Dennis Robinson of IPMS(UK), Harrier Special Interest Group (<http://harrier.hyperlinx.cz>) who so generously contributed with his personal notes, photos and recollections to this feature. More information about modelling the Harrier can be found on the link above.

BUILT & WRITTEN BY KEN DUFFEY FROM THE UK

MODEL INFO

SPEC: Trumpeter 1:72 Tupolev Tu-160
'Blackjack' KIT NO: 01620 **MATERIALS:**
 IM, PE, RB **AVAILABILITY:** Pocketbond Ltd
 (UK Importer) and Trumpeter stockists
 worldwide **PRICE GUIDE:** £69.99



Part 2

WHITE SWAN

Continuing his coverage of Trumpeter's 1:72 Tu-160, Ken now moves on through the assembly and painting stages to complete his model

I decided to fit the engine intakes out of sequence, because they need to be assembled and painted before you install them. Each separate intake consists of a top and bottom section with a two-part central divider and two sidewalls with six auxiliary blow-in doors moulded in the open (engine running) position. The interior on the real thing is made of a matt black Radar Absorbent Material (RAM) and the lips of the intakes are bare metal. The six auxiliary blow-in doors should, strictly speaking, be closed when the aircraft is on the ground and the engines switched off, but I did find a single photograph

showing a Blackjack being towed, so it clearly did not have the engines running, however the blow-in doors appeared to be open. Baulking at the task of filling in the doors and then rescribing them, I took this as a bit of artistic licence and decided to leave them open. I assembled the central splitter plate and cemented it to the intake floor, then sprayed the inside of this assembly, plus the insides of the sidewalls and intake roof, matt black. I continued with the rest of the assembly and I even had the foresight to mask off the INSIDE to prevent any paint being sprayed through the blow-in doors later on. The area between

the top front of the intakes and the lower wing, where the wedge-shaped boundary layer diverter is moulded, cannot be accessed once the intake is in place, so this was sprayed white, as were the intakes themselves. The front portion of the central divider, the front of the sidewalls and the top leading edge of the roof 'V' were all painted silver to replicate the natural metal in these areas. The lower leading edge 'V' is depicted with a raised lip, which is correct and should be painted red to represent the pads put in place to prevent head injuries from the sharp lips. If you want to depict your Blackjack in flight, or with the engines

running, you should remove this raised lip and paint the areas silver. The assembled and painted intakes were then cemented in place on the lower wing. I had to use a little filler to blend them in to the 'fixed' rear nacelles, but overall, the fit wasn't too bad.

COCKPIT CANOPY

Trumpeter has moulded the kit canopy as a single part including the parts of the surrounding airframe. This is an excellent way of doing things and avoids having to insert individual windows with all the attendant problems. Having polished the canopy it was cemented in place on the fuselage but

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Tamiya Extra Thin Cement
- Tamiya masking tape
- Sidecutters
- Tweezers
- Sanding sticks & files
- Microscale Kristal Klear
- Johnson's Klear (Future)

Recommended paints:

Halfords (aerosol) acrylics:
 Grey Plastic Primer
 Appliance White

Humbrol Metal Cote enamels:
 Polished Aluminium
 Polished Steel

Dimensions

Span - (20° Sweep) 55.7m, (65° Sweep) 35.6m
 Length - 54.1m
 Height - 13.2m

Dimensions - 1:72

Span - (20° Sweep) 773.6mm, (65° Sweep) 494.4mm
 Length - 751.4mm
 Height - 183.3mm

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

To go alongside the completed model one of the aftermarket cruise missiles mentioned in the article was built up on its handling trolley



There are a lot of moving areas on the wing, both leading and trailing edges plus the wing root, so you need to check nothing fouls throughout assembly. This also means you have to build the model with the wings either folded or fully open, you can't have them moveable



try as I might, I could not avoid having a distinct step between the glazing and the airframe? I filled the join between canopy and airframe and thought that I had got a good seam, but it was then that I realised in my haste I had forgotten to add the overhead console inside the canopy! Luckily, it is not very obvious that it is missing. The whole canopy area was masked off and I applied a coat of white primer to check that seam. The white paint revealed what I had feared, the canopy is actually narrower than the surrounding fuselage and no amount of filling was going to hide it. The only solution is to carefully sand down the fuselage, particularly at the sides where it meets the canopy and the raised 'lip' in front of the windscreen. It didn't take much sanding and the end results are well worth it.

FIN & RUDDER

The tail on the Tu-160 consists of a short fixed fin base topped off by a large conical fairing that serves as the mount for the horizontal stabilisers and all-moving vertical fin. The instructions show this being assembled and fitted late on in the assembly sequence, just fit it all together and pop it in place, easy as you like (if you believe that you will believe anything!). I decided to add it before any detail work was done and I also modified the stabiliser pivot while I was at it. The plastic pivot provided is woefully short so I made a new one from a length of metal rod. The short recess moulded into the upper and lower stabiliser halves was reamed out to accommodate the longer metal rod and the stabiliser halves were cemented together, as was the fin, and the parts

were set aside until later. The fin pivot is also short but it doesn't matter as much here because there is not the same bending moment being applied as is the case with the horizontal stabilisers. The two halves of the lower fixed base of the fin were cleaned up, cemented together and in turn firmly cemented on the upper rear fuselage. One feature missing from the kit is the distinctive 'rubbing plate' fitted between the horizontal stabiliser and the fin pivot. The shape of this plate is engraved into the bullet fairing where the stabiliser fits, but in reality it is a separate part that rotates with the stabiliser in the same manner as seen on a Harrier. Taking the shape from photos and the engraving, I fashioned new ones from thin plasticard and attached them to the roots of the stabilisers

where the pivot points were. Strictly speaking, there should be a recess inside the bullet fairing that is exposed when the stabiliser and rubbing plate rotate, but I did not add this feature...

BACK TO THE WINGS

Going back to the wings, I had left them partly assembled with the wing spars in place and the wing roots sanded down so that they slid perfectly into place within the now-completed fuselage. I was pleased with the way that I could fit and remove them for storage and transport, so it was now time to add all that slat and flap detail. As mentioned previously, Trumpeter have provided a crude mechanism to allow the wings to sweep, but unless they are built with the slats and flaps retracted, they can't be swept anyway. If you want to build the wings

ALSO RECOMMENDED...

References

■ OKB Tupolev by Y. Gordon & V. Rigmant (Ian Allan 2005 ISBN: 1-85780-214-4)

1:72 SCALE

TU-160 "BLACKJACK" BOMBER





with retracted slats and flaps you are going to face problems with closing it all up and eliminating all the joint lines, as it is just not designed to be built that way, so why include a swing mechanism in the first place? Much better to model it with it all deployed, but there are lots of parts to tackle.... The leading-edge slats are in five sections, each separate section comprising an upper and lower half. That's ten parts per wing. The trailing-edge flaps are even more complex, with three sections each made up from an upper and lower flap and three slotted sections.

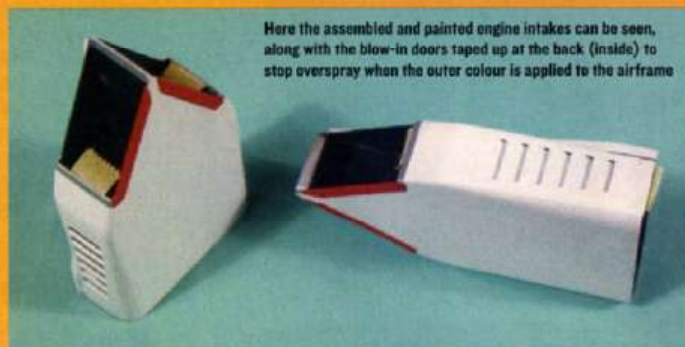
A fourth section, the drooping aileron, is made up from an upper and lower half. That's seventeen flap parts per wing! Finally, there are five spoilers per wing plus the two wing root sections, each made up from four parts plus an etched brass insert. These can be fitted in the raised or lowered position, but if raised, the inner structure of the wing inside the flap area is exposed and it is rather bare. I elected to model my White Swan with some of these 'feathers' in the raised position and some lowered, as I had seen in a reference photo. This photo even showed them in an asym-

metric configuration, one up and four down on the starboard wing, and three up and two down on the port wing, so I would do the same to add some interest. I have no idea what the inside structure looks like as I couldn't find a single decent photograph showing this area, but I felt it needed some sort of 'busying up'. I added some parts from the spares box and some piping from electrical wire, just enough to give some hint of internal 'workings' but all totally fictional of course. If the spoilers are cemented in the closed position, this area is reasonably well hidden.

The completed wings, minus the flaps, slat & spoilers were sprayed with a can of acrylic car paint. White Plastic Primer first, followed by a light rubbing down and a final coat of Appliance White to give a smooth semi-gloss finish. This gives a superb, hard finish that does not fade or yellow. On a model the size of the Tu-160, it is so easy to achieve an all-over white finish without having to resort to an airbrush, and just imagine how many tinlets of gloss white it would take to cover the Blackjack?

With the main parts of the wings painted, the dozens of flap and slat

STEP BY STEP GUIDE - INTAKES, CANOPY & TAILPLANES



Here the assembled and painted engine intakes can be seen, along with the blow-in doors taped up at the back (inside) to stop overspray when the outer colour is applied to the airframe



The assembled and painted intakes in place on the lower wing: a little filler was needed to blend them in

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



The Tu-160 has two bomb bays and a lot of main wheels! Spend time detailing these areas, as they are some of the only details on this otherwise big white bird!

"If you want to depict your Blackjack in flight, or with the engines running, you should remove this raised lip and paint the areas silver"

actuators were painted dark metallic silver. The area above each slat actuator, inside the wing and covered by the slats when retracted, has no fewer than fourteen metallic strips, one per actuator, and they were depicted on my model by short lengths of silver-painted decal strip. The assembled slats were painted before being attached to the wings, white on the outside, silver inside and with a section of metallic rubbing strip at the end of each section. The flap sections were also pre-painted, this time just plain white and attached in the

lowered position to the wing trailing edge. Finally, the ten spoilers (five per wing) were attached, some in the fully raised position, some lowered just like the photograph. Trumpeter provide a wing sweep actuating ram (#E13) which, in their construction sequence, is added when the wings are inserted prior to the fuselage being assembled. Because of my modifications I made new actuating rams from aluminium tubing and fitted them inside the wing next to the spar, where they are visible when the wings are attached.

EXHAUST NOZZLES

Completing the main fuselage construction are the engine exhaust nozzles, all four of them. They are made up from no fewer than SIX parts per nozzle and faithfully represent the engine exhausts of the mighty 55,115lb static thrust (in reheat) Kuznetsov NK-32 three-spool turbofan engine. The nozzles and the surrounding engine trunking on the airframe were airbrushed with Humbrol Polished Steel with a Polished Aluminium middle section. After they had been buffed up, a coat of matt varnish was applied to replicate the

dull appearance of the real thing. The distinctive ring of highly-polished steel was applied using a strip of chrome tape. The completed nozzles simply slot into place in the trunking after all other painting and decaling is completed.

PAINTING

When it comes to a choice of paint schemes, you can have white, white or white! Actually you could make one of the prototypes in multi-hued natural metal, but you would need to make a few modifications to the airframe. Operational machines are overall white



The whole canopy area was masked off and sprayed, but this revealed that the canopy was actually narrower than the surrounding fuselage so it had to be sanded down to give a smooth contour to this area



The recess in the upper and lower stabiliser halves was reamed out to accommodate a metal rod, as the plastic one was too flimsy for the job

⚠ Wear the right protective clothing when advised

"One feature missing from the kit is the distinctive 'rubbing plate' fitted between the horizontal stabiliser and the fin pivot. The shape of this plate is engraved into the bullet fairing where the stabiliser fits, but in reality it is a separate part that rotates with the stabiliser in the same manner as seen on a Harrier"



but the paint quickly fades to a patchwork appearance that would be interesting to try and replicate. The white is relieved only by the off-white/very pale grey of the various dielectric panels around the nose and on the leading edge of the blended wing roots.

The Begemot decal sheet (of which more later) gives some great in-depth information about the colour schemes of each individual Tu-160 currently in service, so you can accurately replicate any machine from a pristine gloss white to a decidedly scruffy-looking faded example. As the wings had already been painted, all that was left to paint was the main fuselage assembly with the

base of the fin attached. The cockpit windows, the camera aperture in the lower nose, the polished steel engine trunking, both weapons bays and the undercarriage bays were blanked off in preparation for the white paint. As before I used a can of Halfords White Plastic Primer as an undercoat, before giving the whole model a top coat of their Appliance White. The only other painting required is the tan-coloured tailcone of the ESM equipment, the matt-white rear of the fin/tailplane bullet and the two bullet fairings below it, the dark grey circular antenna set into the upper fuselage (#L4), the dark metallic conduits either side

of the rear fuselage and the numerous black rectangles of the three-round APP-50 chaff/flare dispensers built into the underside of the rear fuselage.

MARKINGS

Now we come to the interesting bit! Something to break up that overall white appearance! Trumpeter provide a perfectly adequate decal sheet that gives markings for two Tu-160s: bort 06 'Ilya Mouromets' and bort 02 'Vasily Reshetnikov'. The colour decal placement diagram correctly depicts only bort 06 as having the 'full-up' colour scheme, bort 02 was just plain white

with only the name in Cyrillic on the nose. Note that later in 2003, bort 02 also had the nose and fin chevrons applied, but the fin chevron was the later 'cranked' style. The aftermarket decal manufacturers were quick off the mark to provide alternative schemes, the first of which was Authentic Decals with a sheet containing six red stars, four Ukrainian blue/yellow roundels plus two fin Tridents, the 'cranked' blue/red fin chevron and the Cyrillic names for nine Engels-based Tu-160s thus making ten alternative finishes in all. Following hot on its heels was a superb set from the Russian firm of Begemot (Behemoth or Hippopotamus).

STEP BY STEP GUIDE - ASSEMBLING TAIL & WINGS

The shape of the plate engraved in the bullet fairing was used to fashion new ones from thin plasticard before they were attached to the stabilisers.



Here you can see the middle section attached to the left hand flap and the wing root section folded flat onto the wing root.



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



Big exhausts! You can go to town detailing and weathering these areas if you wish, but you do need to add the various metallic shades mentioned in the text as an absolute basic minimum

This includes the national markings of Russia and Ukraine (six Russian red stars, four Ukrainian roundels plus the trident fin flash), BOTH styles of fin chevron, TWO styles of nose chevron and two Imperial Eagles. The rest of the sheet includes the port numbers and names of no fewer than thirteen named Blackjacks plus a Ukrainian example. As if all the information included in this sheet is not enough, Begemot have also released a separate decal sheet covering stencil data. In addition to the airframe decals, Begemot provide full decals for the main armament plus the earlier weapons fit of Kh-15 missiles. The application of the stencil data is

time consuming, but worth it. I used a drop of Johnson's Klear (Future) under each decal and had no problems at all with silvering.

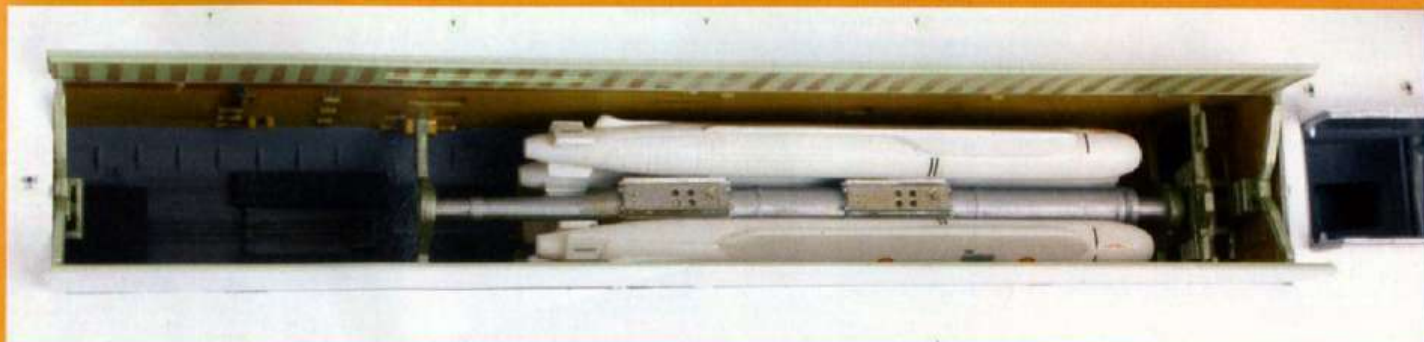
I had already decided on 'Pavel Taran' as my 'named' White Swan partly because I had photographed it at Zhukovsky, near Moscow and partly because it had recently been repainted, had carried President Putin and was in pristine condition. The Begemot decals for the name and the fin chevron were carefully applied as they are extremely thin, but have good colour density, however they do not take kindly to too much handling. The red port numbers and the six red

stars were also applied; note that the wing stars have the straight top edge of the 'side arms' at right angles to the fuselage centreline when the wings are in their intermediate sweep setting.

UNDERCARRIAGE

The main undercarriage on the Tu-160 is quite a complex affair with six wheels on each bogie and Trumpeter has captured it well. The kit undercarriage consists of a central strut with a pivot at one end and two locating forks at the other, all made from white-metal for strength. To this metal strut is added a detailed 'cover' with two halves of

plastic to form the leg proper. Added to that are the various actuating rams and struts to make up the complicated assembly. Finally the central pivoting bogie beam made from white-metal, with six axles, is added to the leg with a metal pivot pin to allow it to rotate. With the combination of a metal internal structure and plastic outer shell and struts, the undercarriage makes up into a highly detailed sub-assembly that is both strong and delicate-looking at the same time. The instructions would have you paint it all dark grey but my photos show that main central leg is dark metallic grey, the upper section is light silver and the struts are light



⚠ Wear the right protective clothing when advised

STEP BY STEP GUIDE - DECALS



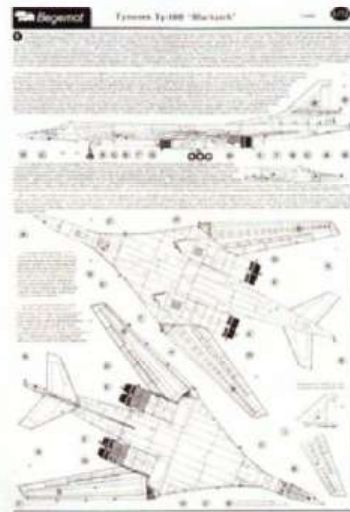
Authentic Decals sheet #72007



This is the first main sheet from #72007 and it contains the national insignia and flashes as well as a batch of airframe names



The second sheet in #72007 contains more airframe names



The first sheet of instructions from Begemot #72-022, showing one option and generic decal placement



The second sheet of instructions from Begemot #72-022, showing five options



The final sheet of instructions from Begemot #72-022 with four more options plus cruise missile stencil data



These are both of the decal sheets you will get in #72-022 from Begemot

"I am ambivalent about the use of rubber for the tyres; as long as they are well scrubbed, they look OK, but Trumpeter has overdone the radial ribbing a bit"

Superdetailers could have a field day adding all the hydraulic brake lines and piping, but I restrained myself to just adding chrome tape around exposed part of the oleo section. The undercarriage sub-assemblies are added into the wells with the metal 'forks' at the top end of the main legs slotting into square holes

in the front bulkhead of the wheel bay.

Then the undercarriage doors were added, but these are not 'Dark Gull Grey' on the inner surface as Trumpeter would have it, so after painting the outer surfaces white, the inside faces of the outer doors (#F25 & G25) were painted dull silver, whilst the inner

doors (#F10 & G10) are dull silver with a rectangular section painted in a tan colour. The surfaces of these doors, and in particular the tan section, are usually well scuffed. The two forward drag struts, and their associated doors, are added next, as is a central beam (#E54) joining the pivoting bogie to the

leg and thereby preventing it from pivoting! I left this last part off reasoning that it would be better to let the bogies pivot independently to ensure that all twelve wheels were in contact with the ground. It proved difficult to add later with the wheels in place, so it is still not fitted to my model!

STEP BY STEP GUIDE - DECALS

This is the kit decal sheet and as you can see in comparison with the aftermarket sheets it does not have many options and there is only one style of fin stripe, the colours of which look a little off?



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GOTHA GO 145, 1933 HM3002 £11.99

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HEINKEL HE 280, 1939 HM4000 £14.95

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1:72



ME 262 B-1A/VI TM02237 £42.99

TRUMPETER

1:32

NEW



P-51 B MUSTANG TM02274 £39.99

TRUMPETER

1:32

NEW



HAWKER HURRICANE IID TROP TM02417

TRUMPETER

1:24

COMING SOON!



SEAHAWK FGA. MK.100/101 TM02827 £19.99

TRUMPETER

1:48

NEW



TU-160 BLACKJACK BOMBER TM03906 £24.99

TRUMPETER

1:144

NEW



DE HAVILLAND D.H.4 URO422 £18.99

RODEN

1:48

NEW

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Not just a big white bird, with a little work there is a lot of interest in the Tu-160 when built. Your only problem is displaying it, but at least the metal box spar makes boxing it up for storage a lot easier!

➤ The twelve mainwheels are each made up from three parts for the hub and a rubber tyre. The wheel hubs are bright silver with a deposit of carbon brake dust and if you are up to it, you could drill out the dozens of tiny ventilating holes in the hubs, or as I did, just highlight them with a wash of Tamiya Smoke. I am ambivalent about the use of rubber for the tyres; as long as they are well scrubbed, they look OK, but Trumpeter has overdone the radial ribbing a bit.

With the nosewheel attached (remember I made it detachable?) the White Swan could finally rest on its legs and spread its wings.

FINAL DETAILS

All that remained to do was make up and install the two six-round rotary launchers and their associated Kh-55M missiles and add a few aerals.

Having made resin copies of the Kh-55 & Kh-55M cruise missiles, I made up the forward launcher with a full load of five 'live' Kh-55Ms plus one about to be loaded from its transport dolly. The rear launcher sports three training rounds, two Kh-55s and a single red-painted Kh-55M training round. The four weapons bay doors posed a slight problem as they are a pale lime-green colour with brownish vertical 'stripes'. I mixed white and yellow with a dash of green until I was satisfied with the shade and airbrushed the inside faces of these doors. The vertical stripes are not a solid colour, they look rather 'washed out', so after a marathon masking job I applied brown pastel chalk and rubbed it in. With the masking removed, the doors look just like the real thing, well at least I think so. ■



The Tu-160 features no rudder as such, the whole top section of the vertical fin rotates and this is depicted in the kit. Replace its pivot with a metal rod though!

FINAL VERDICT

■ The finished model certainly looks impressive, its size alone ensuring that it attracts attention. With all the slat-and-flappery deployed and the wings fully forward, I think it looks far more interesting than with it swept and retracted, and add to that the opened weapons bays, it makes for an interesting display. Trumpeter continue to produce some incredible models, subjects that are close to my heart and which we Soviet aircraft modellers would not have dreamed of being able to make just a few short years ago. They have given us, in 1:72, the Tu-16 Badger, Tu-95MS & Tu-142 Bear and now the Tu-160 Blackjack. I do wish they would take more care with their research and attention to accuracy though, the faux pas with the Blackjack's Kh-55 missiles is inexcusable.

Was it worth the money?

Every minute, regardless of problems, errors and, me trying to make the whole thing more complex with those removable wings!



One of the cruise missiles for the bomb bay, my hand gives you some idea of how big even this component is, so that may help you appreciate how big the complete Tu-160 is in 1:72!

PHOTO ALBUM

This selection of images, by Ken Duffey, should help you add a few details to your **Blackjack** in those areas that would otherwise look a bit bare if made from-the-box © K. Duffey 2008



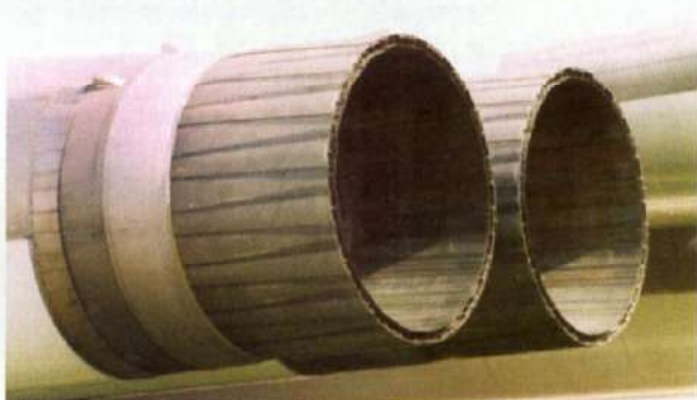
Here is a view of the rear section of the nosewheel well on a current Tu-160 photographed recently at Zhukovsky. The access hatch that comes up in front of the crew's toilet can be seen to the top



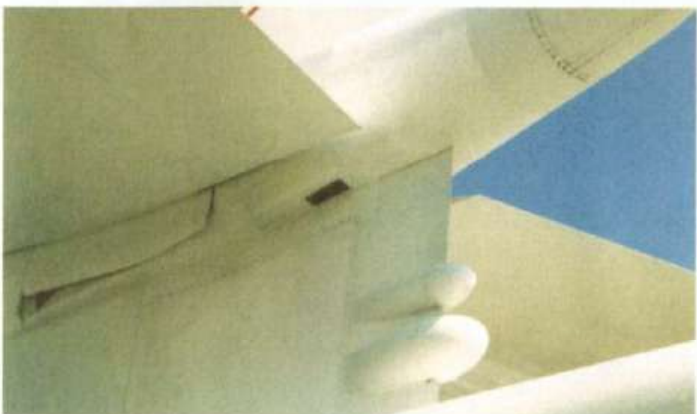
One of the main undercarriage legs, showing that this assembly is not dark grey but dark metallic grey for the main central leg, light silver for the upper section and light grey for all the other struts



The heat shielding aft of the exhaust on each upper engine nacelle exhibits a variety of natural metal shades



The thin shiny band aft of the exhausts can be seen in this shot. It is a thin band, but prominent in all photos



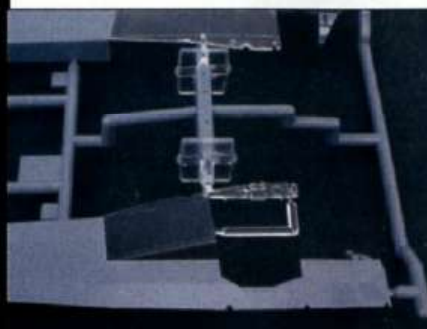
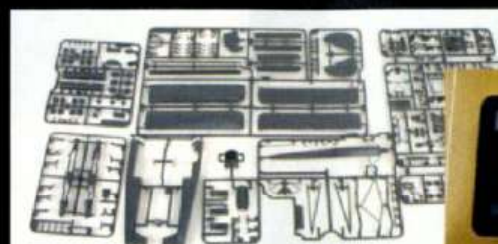
This shot shows you the shape of the plate that rotates with the stabiliser, just like a Harrier



This shot up into the hinge area of the starboard wing illustrates the big hydraulic ram in this area, as well as the droop to the inboard flap

new releases - kits

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



Fieseler Fi 156C Storch

Scale 1:48 / Tamiya, Japan / Materials: IM, PE / Kit No.: 61100 /

Availability: The Hobby Company Ltd (UK Importer) and Tamiya stockists worldwide / Price Guide: £29.99

This all-new tooling marks the 100th aircraft kit from Tamiya and it certainly has raised the bar a considerable amount as far as quality and technical innovations. The first thing that will strike you is the packaging, superb, with a separate dustjacket box wrap in black with gold lettering. Then once you remove this and open up the box inside you will be amazed at the fuselage halves, as they are injected with the clear canopy side panels in situ! The kit itself is pure Tamiya, with beautifully moulded detail, a complete engine, cockpit interior and separate flaps and slats. Optional parts include figures of the pilot, Luftwaffe general and

Erwin Rommel figures (seated) plus two Erwin Rommel, an Afrika Korps officer and NCO all standing. You can also fit wheels or skis to the undercarriage and the upper canopy glazing comes in three forms to allow you to make the C-3 Trop, C-3, C-5 or C-7. Also included is an etched fret that offers a couple of panels for the cockpit interior, the pilot's seat support frame and a spar for the wings. The final items include a wire armature to go inside the undercarriage and a set of fuel cans and oil drums. Colour options are included for five machines: C-3 Trop, SF+RL used by Rommel and operated by the 1st Desert Rescue Sqn, North Africa, 1942; C-3 Trop,

DL+AW also used by Rommel and operated by an unknown unit in North Africa in 1942; C-3, SJ+LL used by Mussolini, Gran Sasso, Italy, 12th September 1943; C-5, VK+GS of an unknown unit on the Eastern Front in the winter of 1942; C-7, RR+KN of an unknown unit. These machines cover both European and desert colour schemes and the C-5 is in winter whitewash.

Verdict: Tamiya may only make a relatively small series of aircraft kits, but when they do, boy, oh boy! This is a superb kit, easily the best we have seen to date, period. No-one will be disappointed with this kit, so it can be highly recomm



REFERENCES

- Aircraft Archive - Classics of World War Two [Fi 156C] (Argus Books 1989 ISBN: 0-85242-985-1)
- Fieseler Fi 156 (Motorbuch Verlag)
- Fieseler Fi 156 by H.J. Nowarra (Schiefer ISBN: 0-7643-0299-X)
- Fieseler Storch In Action No.198 by J.L. Campbell (Squadron/Signal Publications 2005 ISBN: 0-89747-495-7)
- Fi 156 Vol.1, Militaria No.68
- Flugzeug-Typenbuch - Handbuch der deutschen Luftfahrt-und Zubehör-Industrie (Joachim Beyer Verlag 1984, reprint of January 1944 edition)
- German Aircraft of the Second World War by J.R. Smith & A.L. Kay (Putnam, 1972)
- Luftfahrt International No. 6 Nov-Dec 1974, No. 8, Mar-Apr 1975 & No.18, Nov-Dec 1976
- Luftwaffe Warbirds Photo Album Vol.4, Tank Magazine Special Issue (Delta Publishing 1993)
- Replic No.89 (January 1999)
- The Warplanes of the Third Reich by William Green (Macdonald & Co Ltd, 1970)
- Transporter Volume 1 & 2 by M. Pegg (Classic Publications 2007 ISBN: 1-903223-63-46 & 1-903223-64-4)

DIMENSIONS

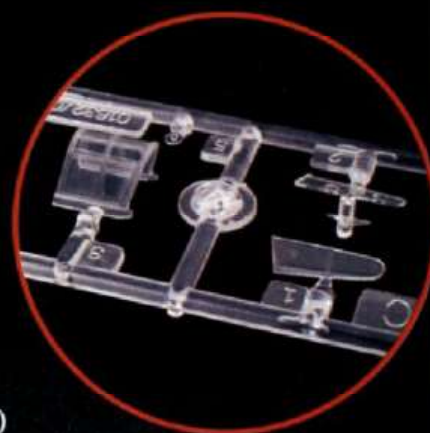
Span - 14.25m (46ft 9in)
Length - 9.90m (32ft 5 2/3in)
Heig - 3.05m (9ft 10in) [3.76m (10ft) on skis]

DIMENSIONS - 1:48

Span - 296.8mm
Length - 206.3mm



PREVIEW



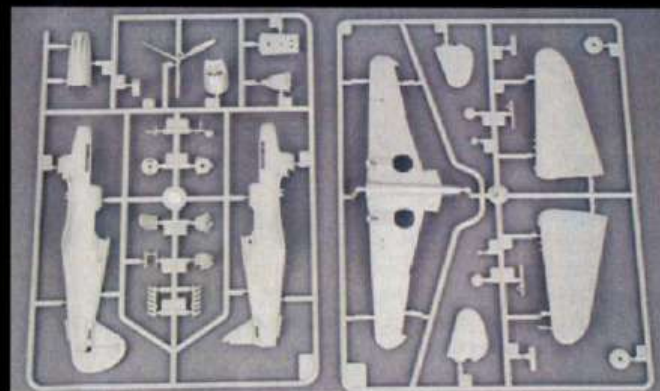
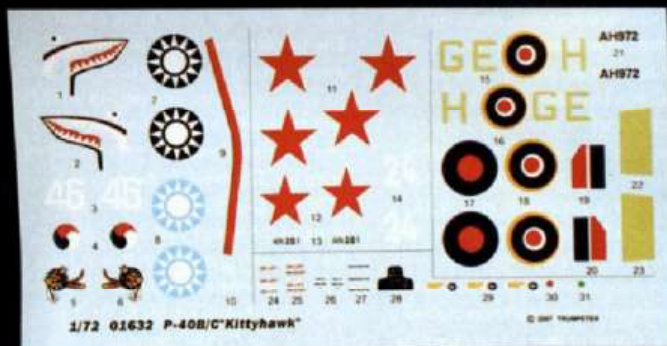
Curtiss P-40B/C Warhawk

Scale 1:72 / Trumpeter, China / Materials: IM / Kit No.: 01632 / Availability: Pocketbond Ltd (UK Importer) and Trumpeter stockists worldwide / Price Guide: £7.99

This is an all-new tooling from Trumpeter, which draws a little on their previous 1:32 and 1:48 examples, but is an improvement on both as far as accuracy goes. It depicts the P-40B and C or Tomahawk Mk IIA & Mk IIB, the only difference between these two being the revised fuel system of the latter. Made up from just 33 medium grey-coloured and five clear plastic components it is not complex. The cockpit has floor, rear bulkhead, seat frame, seat, control column and instrument panel, all of which look in scale, unlike their 1:48 kit! The upper cowl section and lower radiator intakes are separate parts, probably to ease moulding these complex shapes, and the kit also features separate exhaust stacks and gills for the lower cowl, albeit that these only come in the 'closed' position. The windscreen and sliding canopy section are separate, although

the former lacks the armoured glass panel inside it and the latter looks as if the runner channels have been moulded with it? Colour options are for the three main users of the type: serial? 'White 46' an AVG machine; AN281, 'White 24' a VVS machine and AH872, GE-H of No.349 Squadron, RAF. All colours are listed by Gunze-Sangyo Mr Color or Mr Aqueous Color ranges.

Verdict: The old Academy kit is not bad and less than 1/2 the price, but this new example from Trumpeter is better overall and nicely moulded. From the box it will make up into a fine early P-40, without your having to attempt the type via a more complex mixed-medium kit, and the level of detail will, for most, be acceptable. It is good to have such excellent new 1:72 kits and our thanks to Pocketbond Ltd for supplying the review sample.



REFERENCES

- Curtiss P-40 by V. Ehrman & V. Ronan (MBI 1998)
- Curtiss P-40 In Action No.26 (Squadron/Signal Publications) [ISBN 0-89747-025-7]
- Curtiss P-40 Warhawk (Ace Publications 1996)
- Flying Tigers - American Volunteer Group (DTU)
- Tigers over China - The Aircraft of the AVG by T.A. Tullis, Eagle File No.4 (Eagle Editions 2001)

DIMENSIONS

Span - 37ft 4in (11.39m)
Length - 31ft 8 3/4in (9.7m)
Height - 10ft 7in (3.22m)

DIMENSIONS - 1:72

Span - 158mm
Length - 134.7mm
Height - 44.7mm

new releases - kits

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

PREVIEW

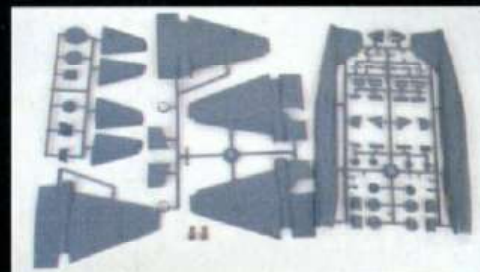


XTRAKIT



Canberra PR.9

1:72



E.E. Canberra PR Mk 9

Scale **1:72** / Xtrakit, UK / Materials: **IM**, **R** / Kit No.: **XK72004** /

Availability: Hannants (Manufacturer) and Xtrakit stockists worldwide / Price Guide: £16.99

This is an all-new tooling, NOT the old Matchbox kit, and is produced for Xtrakit by Sword in the Czech Republic. The style of the injected parts will thus be familiar to those of you who have built that manufacturer's products, and the instructions are similar in style to those in a Classic Airframes kit. It is made up of seventy-two medium-grey coloured and nine clear plastic components plus two resin ejection seats. Construction is fairly familiar with the cockpit areas built up as 'boxed' inserts. The forward nose is a separate sub-assembly, into which

nose weight will need to be added. The tailplanes are butt-joints, so would benefit from pins being added for extra strength. The engine intakes and exhausts are all separate, which should ensure you can get everything lined up. The oleos feature strong 'T' spurs to slot into a half-round plate in the wheel well, thus making for a very strong joint in this area. Colour options are included for three machines, both (XH169 & XH131) from No.39 (1 PRU) Squadron based at RAF Azraq AB, Jordan during Operation Telic in 2003. Both are in Hemp over Light Aircraft Grey.

Verdict: This is an excellent new product that depicts a subject that will be dear to many modellers. It is good to see classic RAF subjects from the post-war period being produced in 1:72 injected plastic. Being limited-run this is a kit more suited to those with a little experience and thus is not for the complete novice. Overall though a really nice product and our thanks to Hannants for supplying the review sample.



REFERENCES

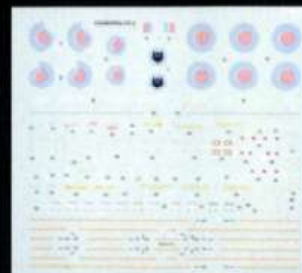
- Air Classic, December 1974
- Air Combat, October 1989
- Air Fan No.213 (August 1996)
- Avions de Guerre (Vol.2)
- Canberra In Action No.77 (Squadron/Signal Publications)
- Canberra PR.9 by R. Chesneau, Aeroguide No.34 (Ad Hoc Publications 2006)
- E.E. Canberra by K. Delve, P.Green & J. Clemans (Midland Counties Publications)
- E.E. Canberra Part I, On Target Profile 7 by J. Freeman (The Aviation Workshop Publications 2005 ISBN: 1-904643-25-6)
- E.E. Canberra Part 2 by G. Sands & G. Madgwick, On Target Profile II (The Aviation Workshop 2007 ISBN: 1-904643-26-4)
- English Electric Canberra Mk I & IV by K. Munson, Profile No.54 (Profile Publications 1965)
- L'Album du Fanatique de l'Aviation No.95 (November 1977)
- Les Avions Britanniques aux Couleurs Françaises by J-J Petit (Avia Editions 2003 ISBN: 2-915030-04-9)
- Model Airplane International Vol.2 Iss.22 May 2007
- Scale Aircraft Modelling Vol 1 No.3 December 1978, Vol.3 No.1 October 1980 & Vol.7 No.2 November 1984
- Warbird Illustrated No.51

DIMENSIONS

Span - 67ft 10in (20.67m)
Length - 66ft 8in (20.32m)
Height - 15ft 8in (4.78m)

DIMENSIONS - 1:72

Span - 287mm
Length - 282.2mm
Height - 66.4mm





N.A. P-51D Mustang & US Army Staff Car

Scale 1:48 / Tamiya, Japan / Materials: IM, WM / Kit No.: 89732 / Availability: The Hobby Company Ltd (UK Importer) and Tamiya stockists worldwide / Price Guide: £TBA

- Reissue (P-51D) & new tooling (Staff Car)
- The P-51D dates from 1995, but in this instance a new pilot figure has been added along with a standing officer. The main addition is new staff car, which comes in their standard military 1:48 kit style with a die-cast chassis and plastic body parts
- Kit comprises 11 clear and 92 medium grey-coloured plastic parts, plus one die-cast metal component
- There are three decal options: CY-G, 'The Millie P' flown by Maj. E.B. Giller, 343rd FS, 55th FG; QP-U, 'Blondie', flown by Lt M.V. Arthur, 334th FS, 4th FG; QP-U, 'Milly/Margaret', flown by Lt D.F. Jones, 306th FS, 356th FG. All colours are identified by Tamiya paint numbers

Verdict: The staff car will probably be released separately at some stage in the future, but the new figures and the excellent decal options in this limited edition make it well worth purchasing. Highly recommended to all and our thanks to Tamiya Inc. for the review sample.

DIMENSIONS

Span - 37ft 5/16in (11.28m)
Length - 32ft 3 1/4in (9.82m)
Height - 13ft 8in (4.16m)

DIMENSIONS - 1:48

Span - 235mm
Length - 204.5mm
Height - 86.7mm



REFERENCES - OUR PICK OF THE BUNCH!

- North American P-51D Mustang by S. Nohara & M. Shiwaku - Aero Detail No.13 (Art Box Co., Ltd, 1995)
- North American P-51 Mustang, Production Line to Frontline No.1 by M. O'Leary (Osprey Publishing 1998)
- P-51 Mustang Part 2 [D to F-82H], Detail & Scale Vol.51 by B. Kinsey (Squadron/Signal Publications 1997)
- P-51D Mustang Walk Around No.7 by L. Davis (Squadron/Signal Publications, 1996)

Kamov Ka-50 Black Shark

Scale 1:72 / Hobby Boss, China / Materials: IM / Kit No.: 87217 / Availability: Creative Models Ltd (UK Importer) and Hobby Boss stockists worldwide / Price Guide: £8.99

- New tooling (not the Zvezda kit)
- The Ka-50 Black Shark is a single-seat battlefield helicopter that was originally erroneously nicknamed by the West the 'Werewolf'. The type was adopted by the Russian Army in 1995 and is currently built by the Progress Company of Arseniev
- Kit comprises two clear and 91 light grey-coloured plastic components
- There are two decal options: 'Yellow 21' of the Russian Air Force and 'Yellow 22' the black demonstrator. The first machine is Sandy Brown and Red Brown over light blue, while the second is black over light blue and all colours are identified by Gunze-Sangyo paint numbers in the instructions.

Verdict: The Ka-50 is not a common subject in kit form, mainly because the type is not that common in reality since the demise of the Soviet Union. This all-new kit is of the quality we expect from Chinese manufacturers nowadays with excellent packaging and overall presentation. It is certainly one that we can highly recommend to all helicopter modellers, and our thanks to Creative Models Ltd for supplying the review sample.

DIMENSIONS

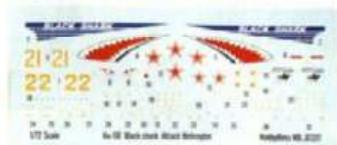
Rotor diameter - 2x 14.50m (47ft 7in)
Length - 13.50m (44 ft 3in)
Height - 5.4m (17ft 9in)

DIMENSIONS - 1:72

Rotor diameter - 201.4mm
Length - 187.5mm
Height - 75mm

REFERENCES

- Jets No.15, March 1997
- Kamov Ka-50 (Polygon 1997)
- World Air Power Journal No.32 (1998)
- www.kamov.ru



Bell YFM-1 Airacuda

Scale 1:72 / Valom, Czech Republic / Materials: IM, R, PE, VF / Kit No.: 72015 / Availability: Hannants (UK Importer) and Valom stockists worldwide / Price Guide: £24.50

- New tooling
- The XFM-1 first flew in September 1937 and 12 YFM-1s were ordered, 9 as V-1710-23 powered YFM-1s and 3 as YFM-1As with tricycle undercarriage. Two YFM-1s were later re-engined with V-1710-41s and designated the YFM-1B
- Kit comprises 13 clear and 59 medium grey-coloured plastic, 15 resin and 31 photo-etched and two acetate components
- There is one decal option: 'Black 27P 7' of the USAAC as seen at the New York World Fair in June 1940. This machine is bare metal overall with a red band around the aft fuselage and red fronts to the engine nacelle/gun positions. All colours are identified by Gunze-Sangyo, Humbrol, Agama and Model Master paint ranges, as well as FS numbers.

Verdict: The Airacuda is one of those inter-war types that have a great deal of appeal and in the past we have either had to find the Rareplanes vacform or, in more recent times, buy the expensive FE Resin kit. Now you can build this injected version along with the YFM-1B that Valom also offer, so it's a lot easier for everyone. Our thanks to Valom for supplying the review sample.

DIMENSIONS

Span - 70ft 0in (21.34m)
Length - 45ft 11.5in (14.01m)
Height - 12ft 5in (3.78m)

DIMENSIONS - 1:72

Span - 296.4mm
Length - 194.5mm
Height - 52.5mm

REFERENCES

- Handbook of Operation and Flight Instructions for the Models YFM-1 and YFM-1B (Technical Order No. 01-110HA-1) [Reprinted by Flying Enterprises]



De Havilland D.H.110

Scale 1:72 / Whirlykits, UK / Materials: VF, R, WM / Kit No.: WPX72019 / Availability: Whirlybird Decals Ltd (Manufacturer) and Whirlykit stockists worldwide / Price Guide: £18.00

- Revised reissue of Project X kit with additional resin parts
- The D.H.110 was the forerunner of the Sea Vixen, although it was originally developed from the 'Super Venom' project and was extensively modified before going into production as the Sea Vixen
- Kit comprises six clear and 22 white-coloured vacformed plastic, six resin & 14 white-metal components
- There is a single decal option: WG240, the second D.H.110 prototype in an overall black scheme. The supplied decals are ALPS printed, so need to be cut out individually before application

Verdict: It is good to see the Project X kits coming back at last, as they were of excellent quality and covered some very unusual prototypes. Being able to add the D.H.110 to the collection is most welcome, and our thanks to Whirlybird Decals for supplying the review sample.

DIMENSIONS

Span - 51ft 0in (15.54m)
Length - 55ft 7in (16.94m)
Height - 10ft 9in (3.28m)

DIMENSIONS - 1:72

Span - 215.8mm
Length - 235.3mm
Height - 45.6mm

REFERENCES

- John Derry - The story of Britain's first supersonic pilot by Annie Bullen and Brian Rivas (William Kimber, ISBN: 0-7183-0099-8)
- Prelude to the Sea Vixen: D.H.110 by Henry Matthews (HMP Publications 2001)
- Sea Vixen by Brian Fiddler (Society of Friends of the Fleet Air Arm Museum 1985, ISBN 0-948251-03-4)
- Sea Vixen - de Havilland's Ultimate Fighter Aircraft by Richard A. Franks (Dalrymple & Verdun Publishing 2006)



new releases - kits

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



Messerschmitt Bf 109G-6 Axis Powers of WWII Pts.1 & 2

Scale 1:72 / Fine Molds, Japan / Materials: **IM** / Kit No.: FL16LM & FL17LM / Availability: Model Wholesale UK Ltd (UK Importer) and Fine / Molds stockists worldwide / Price Guide: £14.75 each

Status: Reissue, new decals, limited edition

Parts: Three clear & 42 grey-coloured plastic components
Decal Options: 3 ([FL16LM] 'Black 4', No.102/2 Squadron, Hungarian AF; 'Red 6', 2.6 Oryak, Bulgarian AF, 1943; 'Yellow 1', Royal Rumanian AF, 1944) & 5 ([FL17LM] 'White 1', 13th Fighter Squadron, Slovakian Air Force, 1944; 'Black 1', 15/JG52 (Croat); 'Black 4', Croatian Air Force, 1945; 'White 363-7', 363 Squadriglia, 150 Gruppo, Regia Aeronautica, 1943; 'Yellow 1', Royal Rumanian AF, 1944)

REFERENCES

Messerschmitt Bf 109 Cz.2, 3 & 4, by R. Michulec, Monografie Lotnictwa 43, 44 & 45 (AJ-Press)
Messerschmitt Bf 109G-6, Modeler's Eye No.3 by K. Abe, K. Yokohama & S. Kato (Dai Nippon Kaga Ltd 2002)
The Messerschmitt Bf 109 In Italian Service 1943-1945 (Monogram Aviation Publications)



Fairchild-Republic A-10A 'Jaws'

Scale 1:48 / Italeri, Italy / Materials: **IM** / Kit No.: 2659 / Availability: The Hobby Company Ltd (UK Importer) and Italeri stockists worldwide / Price Guide: £17.99

Status: Reissue, new decals

Parts: Ten clear & 190 grey-coloured plastic components
Decal Options: 5 (75-262, 57th Tactical Training Wing, 1975; 78-718, 104th TFS, 175th TFW, Maryland ANG; 75-273, 355th TFW, Davies Monthan, 1978; 75-307, 354th TFW, Myrtle Beach, 1978; 75-258, 332nd TFS, Davies Monthan, 1978. The decals are VERY confusing, as each option uses decals numbered from 1-7 for the unique markings, so use the tail code to identify each set on the decal sheet!

REFERENCES

A-10 Thunderbolt II by T. Zmuda, Topshots No.12 (Kagero 2005 ISBN: 83-89088-82-7)
A-10 Warthog by Dana Bell, Detail & Scale Vol.24 (Kalmbach Publishing 1995)
War Hawks by D. Logan (Schiffer Publications Ltd 2007 ISBN: 0-7643-2586-1)



Albatros D.V



Albatros D.V 'Dual Combo'

Scale 1:72 / Eduard, Czech Republic / Materials: **IM, PE** / Kit No.: 7021 / Availability: Hannants & LSA Models (UK Distributors) and Eduard stockists worldwide / Price Guide: £13.50

Status: Reissue, new decals (first released in 2000)

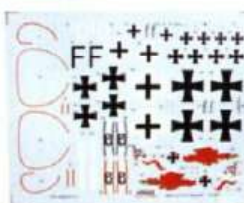
Parts: 62 tan-coloured plastic and 114 photo-etched components.
Die-cut tape masks are also included

Decal Options: 4

(Walter Boning, Jasta 76b, spring 1918; Hans Adam, Jasta 6; Richard Flaschar, Jasta 5, 1917-18; Olivier Freiherr von Beaulieu-Marconnay, Jasta 19)

REFERENCES

Albatros Fighters, Windsock Datafile Special (Albatros Productions 1991 & 1998 ISBN: 0-948414-35-9)
Albatros D.V by T.J. Kowalski, Famous Airplanes No.5 (Kagero 2005 ISBN: 83-60445-00-1)
Albatros Fighters In Action No.46 (Squadron/Signal Publications)



Messerschmitt Bf 109K-4 'Hartmann's Final Combat'

Scale 1:72 / Fine Molds, Japan / Materials: **IM** / Kit No.: FL-15 / Availability: Model Wholesale UK Ltd (UK Importer) and Fine / Molds stockists worldwide / Price Guide: £14.75

Status: Reissue, new decals, limited edition

Parts: Three clear & 51 grey-coloured plastic components
Decal Options: 2 (Hartmann's 'Black <<' as flown by him in May 1945 and 'Yellow 10' a machine operated by II/JG77 in December 1944. Option 1 is RLM 81/83 over 76, while Option 2 is RLM 74/75 over 76)

REFERENCES

Messerschmitt Bf 109F, G & K series: An Illustrated History by J. Prien & P. Rodeike (Schiffer ISBN 0-88740-424-3)
Messerschmitt Bf 109G/K by J. Plewka, Vol.II (Kagero 2005 ISBN: 83-89088-77-0)
Messerschmitt Bf 109K - Camouflage & Markings by T. Poruba & K. Mol (JaPo, 2001)



Bell P-39L/N Airacobra in the MTO

Scale 1:48 / Eduard, Czech Republic / Materials: **IM, PE, WM** / Kit No.: 1128 / Availability: Hannants & LSA Models (UK Distributors) and Eduard stockists worldwide / Price Guide: £24.99

Status: Reissue, 'Dual Combo' (2x kits)

Parts: Six clear and 200 tan-coloured plastic, two white-metal (nose weights) & 181 [pre-painted] photo-etched components

Decal Options: 6 (42-4558 'The Pantie Bandit', 93rd FG, Tunisia, 1943; 42-4520, 'Evelyn', 350th FG, Algeria, 1943; 42-13305, 350th FG, Tunisia, 1942/43; 42222-18738, GC I/4 Navarre, Algeria, 1944; 42-18736, GC I/Navarre, Algeria, 1944; 42-9377, 97th Squadriglia, 9th Gruppo, 4th Stormo, 1944.)

REFERENCES

Bell P-39 Airacobra (Mushroom Model Publications 2003)
Bell P-39 Airacobra in Italian Service (IBN 2003)
Cobra! Bell Aircraft Corporation 1934-1946 by Birch Matthews (Schiffer, 1999)



Robinson R22

Scale 1:72 / Pavla Models, Czech Republic / Materials: **IM, PE, VF** / Kit No.: 72069 / Availability: Hannants (UK Importer) and Pavla Models stockists worldwide / Price Guide: £10.50

Status: Updated reissue, originally released in 1998 (#72017)

Parts: Two vacformed clear, 21 grey-coloured plastic and 17 photo-etched components
Decal Options: 4 (Pilot Training School of the Mexican Navy; EN-1845 of the Dominican Republic Air Force, May 2004; OK-FFF operated by the Fly For Fun flying school from Sazená; OK-BLT owned by NISA AIR and operating from Mladá Boleslav airfield)

REFERENCES

World Air Power Journal Volume 5
www.airliners.net
www.flyforfun.cz





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new releases - accessories

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

Neomega, Russia [www.neomega-resin.com] / Available from Parade Figures (UK)

Here are a couple of new update sets in this stunning range



1:48 C67

Mirage III

This replacement cockpit set comprises the cockpit tub with separate seat (mounded ? belts), sidewalls, instrument panel, rudder pedals, control column, HUD frame and coaming and rear bulkhead.

Designed for: Italeri/Esca kit

Material: R

Price Guide: £11.50



1:48 C69

Fiat G.91

This is another replacement cockpit comprising the cockpit tub with separate seat (mounded ? belts), sidewalls, instrument panel, rudder pedals, control column, HUD frame and coaming, upper cockpit decking and rear bulkhead.

Designed for: Heller/Occidental kit

Material: R

Price Guide: £11.50

Vector, Russia [www.neomega-resin.com] / Available from Parade Figures (UK)

This is the detailed engine side of Neomega and this is their latest release.



1:48 48-018

Mercedes D.III/IIIa

This highly detailed engine comes in thirteen parts comprising the crankcase, cylinders, pushrod tub, overhead valves, inlets, oil filler and carburettor. This engine is suitable for the Fokker D.IV/VII, Albatros D.III/Va/W.4, Pfalz D.III/IIIa, Junkers CL.I and Hansa-Brandenburg W.12.

Designed for: See text

Material: R

Price Guide: £8.25

Verdict: The Neomega range is amazing, the quality of the casting coupled with the level of detail make them the bench mark as far as such sets go in this hobby. You will not be disappointed in either of these sets and our thanks to Parade Figures for the review samples.

Available from: www.neomega-resin.com

Verdict: Superb, it is about the only way to describe Vector engines, as the level of detail and quality of casting makes them little works of art in their own right. Highly recommended to all, and our thanks to Parade Figures for the review sample.

Available from: www.neomega-resin.com

The Aviation Workshop, UK [www.theaviationworkshop.co.uk] / Available from the manufacturer

Here are a couple of the latest resin updates from this manufacturer.



1:72 CS-122

F-16 Conformal Fuel Tanks

This set offers two nicely detailed resin tanks suitable for the F-16, each of which features finely recessed panel lines.

Designed for: Any F-16 kit

Material: R

Price Guide: £7.50



1:72 CS-137

BAe Hawk II/IIA Centreline Fuel/Baggage Pod

This single resin casting features finely recessed panel lines and is offered as a simple add-on part.

Designed for: Any Hawk kit

Material: R

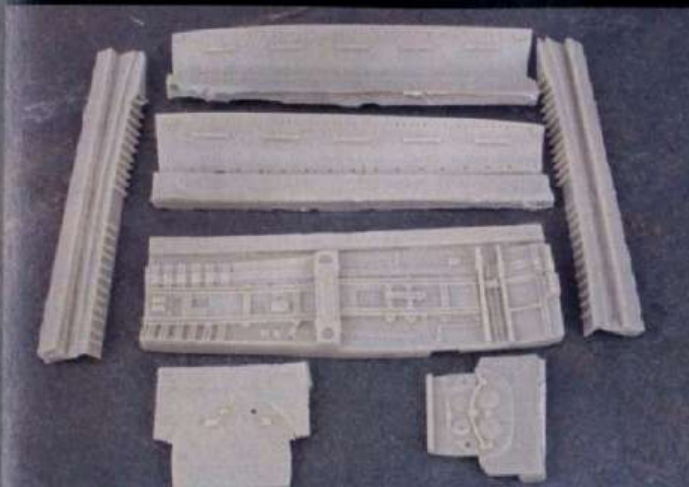
Price Guide: £5.00

Verdict: These are simple and effective detail parts that will allow a more realistic looking model to be produced. They will be simple to use, so can be highly recommended to all, and our thanks to The Aviation Workshop for the review samples.

Available from: www.theaviationworkshop.co.uk

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

Here is the first 1:48 update set from this manufacturer.



1:48 FAAM48001

Fairey Gannet Weapons Bay

This new detail set allows you to add a detailed weapons bay to the Classic kit. It comes as a new roof insert, end bulkheads, sidewall structure and two bomb bay doors. Some surgery is required on the kit, but this is all explained in the comprehensive instructions.

Designed for: Classic Airframes kit

Material: R

Price Guide: £11.75

Verdict: This is a relatively simple and effective update that is well cast and should not be beyond the skills of most modellers. All you need now are some sonar buoys and depth charges, and FAA Models are doing these next! (#FAAM48002), so 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

White Ensign Models, UK / Available from manufacturer

As a follow-on to their Lancaster sets we reviewed in Issue 17, White Ensign have now turned their attention to the Halifax.

1:72 PE7244

H.P. Halifax Interior Details

This is an extensive set, with new cockpit floor and bulkheads, flight engineer's panel, fuel cocks, parachute stowage, oxygen bottle crate, flight engineer's position, sexton case, pilot's seat, throttle box, compass, instrument panels, sidewalls, wireless operator's station, 'Gee' equipment, navigator's station, bomb aiming computer, bomb release panel, mid-upper and rear turret details and Elsan toilet.

Designed for: Airfix or Matchbox/Revell kits

Material: PE

Price Guide: £13.65

1:72 PE7245

H.P. Halifax Exterior Details

This set includes the rear entry hatch, wheel wells, engine grills, intake screens, wheel hub rims and a mass of antennas, including those fitted to No.100 Group aircraft.

Designed for: Airfix or Matchbox/Revell kits

Material: PE

Price Guide: £8.45

1:72 PE7246

H.P. Halifax Bomb Bay Details

For this area you get all the side ribs, central 'floor' plate, hydraulic jacks, standard bomb cradles and the interior and doors for the wing bomb bay cells.

Designed for: Airfix or Matchbox/Revell kits

Material: PE

Price Guide: £12.95

Whirlybits Accessories, UK / Available from the manufacturer

Here is a new conversion in this series from Whirlybird Decals



1:72 WBA72048

TA-7C Conversion

This new conversion comprises injected plastic, resin, white-metal and vacformed clear plastic components. The former are the new forward fuselage, bulkhead, intake halves, upper dorsal spine extension and parabreak housing, while the resin parts comprise the aft fuselage extension, new nosewheel bay and the cockpit tub. The white-metal parts are two new seats, instrument panels, control columns and the nosewheel door, while the vacformed clear parts offer a new canopy plus a spare. Decals are included for a machine operated by VA-174 and another of the Naval Weapons Training Centre.

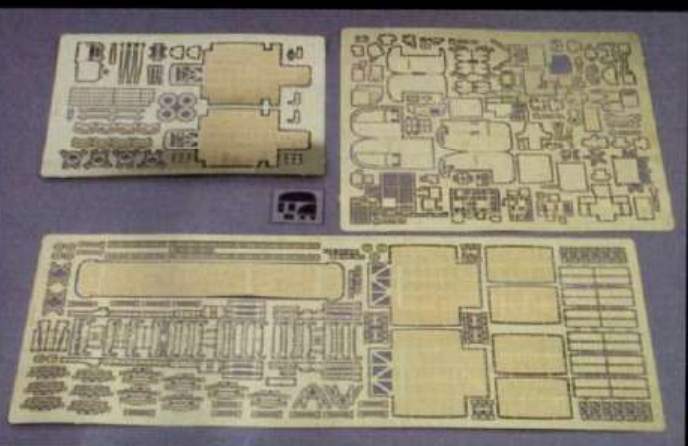
Designed for: Esca/Italeri A7E kit

Material: IM, R, WM, VF

Price Guide: £TBA

Verdict: For all of you with the old Esca kit in the 'to do' pile this is a way of using it. This conversion is well made and the inclusion of decals makes it 'user friendly', the only downside for many will be the release of the TA-7C as a complete kit by Hobby Boss recently - isn't it always the way! Our thanks to Whirlybird Decals for supplying the review sample.

Available from: Manufacturer



Verdict: These are all superb sets; the interior one is a must as it supplies all the details that are lacking in either kit. Regardless of whether you buy one or all of these sets, they will keep you busy for many a month and can be most highly recommended to all experienced modellers. Our thanks to White Ensign Models for supplying the review samples.

Available from: www.whiteensignmodels.com

new releases - accessories

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

The regular schedule of releases continues this month, so here is what's new...

**Photo-Etched 'Zoom' 1:72 Series**

SS282 Lockheed P-3 Orion Interior [Pre-painted/SA] (Hasegawa/Revell) Price Guide: £3.70

Photo-Etched 1:72 Series

72-467 Lockheed P-3 Orion Bomb Bay (Hasegawa/Revell) Price Guide: £13.50
 73-282 Lockheed P-3 Orion Detail Set [Pre-painted/SA] (Hasegawa/Revell) Price Guide: £13.50

Photo-Etched 1:72 'Big ED' series

BIG 72-35 Lockheed-Martin C-130H/J Hercules (Italeri) Price Guide: £38.75
 Includes: 73-285 Interior Detail Set [Pre-painted], 73-299 Seat belts [Pre-painted], 72-470 Cargo Floor, 72-461 Exterior Detail Set, CX148 Canopy & Wheel Masks

Photo-Etched 'Zoom' 1:48 Series

FE394 MiG-3 Interior [Pre-painted/SA] (Trumpeter) Price Guide: £4.99
 FE395 Fairchild-Republic A-10A Interior [Pre-painted] (Hobby Boss) Price Guide: £4.99

Photo-Etched 1:48 Series

48-567 Messerschmitt Bf 110 Workshop Ladder (Eduard) Price Guide: £10.50
 48-574 MiG-3 Landing Flaps (Trumpeter) Price Guide: £10.50
 49-385 Messerschmitt Bf 110 Detail Set [Pre-painted] (Eduard) Price Guide: £13.50
 49-394 MiG-3 Detail set [Pre-painted] (Trumpeter) Price Guide: £11.75
 49-395 Fairchild-Republic A-10A Interior [Pre-painted] (Hobby Boss) Price Guide: £11.75

Photo-Etched 1:48 'Big ED' series

BIG 48-87 Fairchild-Republic A-10 (Italeri) Price Guide: £21.60
 Includes: 49-377 Interior Detail Set [Pre-painted], 48-566 Exterior Detail Set, EX213 Canopy & Wheel Masks

Photo-Etched 1:32 'Big ED' series

BIG 32-56 Messerschmitt Bf 109K (Hasegawa) Price Guide: £41.80
 Includes: 32-592 Seat Belts [Pre-painted], 32-572 Interior Detail Set, 32-121 Exterior Detail Set, 32-102 Access & Scribing Templates, XF562 Large Blotch Mask, JX052 Spinner Spiral Masks, JX008 Canopy & Wheel Masks

Photo-Etched 1:24 Series

23-011 N.A. P-51D Mustang Placards [Pre-painted/SA] (Trumpeter) Price Guide: £7.50

Express Masks

Each set of masks includes those for the canopy as well as any other glazed sections and all the wheels (main, tail and/or nose). They are die-cut Kabuki tape.
 1:72 CX201 Republic F-105D Thunderchief (Trumpeter) Price Guide: £2.50
 1:48 EX228 Republic F-105G Thunderchief (Revell) Price Guide: £4.99
 1:48 EX229 MiG-3 (Trumpeter) Price Guide: £3.70

Verdict: This is another excellent selection from Eduard, with all levels covered from the basic 'Zoom' series through the standard range and on to the ultimate 'Big ED' sets. It is good to see the use of the 'self-adhesive' style being extended throughout the range, as securing photo-etched has always been a problem for many modelers. All the sets you see here are highly recommended, and our thanks to Eduard M.A. for supplying the review samples.

Available from: www.eduard.cz

Key BR - Brass DEC - Decals PE - Photo-etched metal (with or w/o acetate film) R - Resin RD - Rubber SA - Self-adhesive VF - Vacformed Plastic
 VM - Die-cut Vinyl Paint Masks WM - White-Metal (inc Pewter)

new releases - decals

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

Twojobs Aviation Graphics, USA (www.twojobs.net)**Available in the UK from: Hannants****I:48 48-139 60th ANNIV. GREEN MOUNTAIN BOYS**

• F-16C Block 25 CCIP Upgrade, S/No.84-275, 158th Fighter Wing in special scheme to celebrate the 60th anniversary of Vermont ANG, August 2006 (GG/NG)

• F-16C Block 25, S/No.85-403, 158th FW Flagship, Vermont ANG, August 2006 (GG/NG)

Colour Key: GG - Gunship Grey FS36118, NG - Neutral Grey FS36270

Designed for: Academy, Hasegawa & Revell kits

Price Guide: \$11.50

I:48 48-140 HELLCATS TO HORNETS

• F/A-18C, BuNo.164214, 301, VFA-83, 60th anniversary scheme, USS Dwight D. Eisenhower, June 2005 (LCG/DCG)

• F/A-18C, BuNo.164214, 301, VFA-83, standard scheme, USS John F. Kennedy, September 2005 (LCG/DCG)

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

Designed for: Hasegawa or Monogram kits

Price Guide: \$11.50

I:48 48-141 ROCKIN' RHINOS 7

• F/A-18E, BuNo.166776, 100, VFA-31 in the new markings as applied by Boeing upon delivery (CAG bird), May 2007 (LCG/DCG)

• F/A-18E, BuNo.166784, 110, VFA-31 in the new markings as applied by Boeing upon delivery (low-viz), May 2007 (LCG/DCG)

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

Designed for: Hasegawa, Italeri or Revell-Monogram kits

Price Guide: \$11.50

I:48 48-142 VFA-192 GOLDEN DRAGONS

• F/A-18C, BuNo.164010, 300, VFA-192 Golden Dragons with dark blue spine and fins with yellow dragon head, USS Kitty Hawk, February 2007 (LCG/DCG)

• F/A-18C, BuNo.164957, 314, in low-viz markings, USS Kitty Hawk, April 2003 (LCG/DCG)

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

Designed for: Hasegawa or Monogram kits

Price Guide: \$11.50

I:48 48-143 BAD BOY SUNDOWNERS

• F-5N, BuNo.761548, '101', VFC-III Sundowners (LG/LCG/DBG)

• F-5N, BuNo.761537, '41', VFC-III Sundowners (BG/DG/LG)

• F-5N, BuNo.761527 '44', VFC-III Sundowners (T/B/RT)

Colour Key: LG - Light Grey FS36495, LCG - Light Compass Grey FS36375, DBG - Dark Blue/Grey FS35237, BG - Blue/Grey FS33546, DG - Dark Grey FS36081, T - Tan FS30219, B - Brown FS30117, RT - Radome Tan FS33613

Designed for: Italeri or Revell-Monogram kits

Price Guide: \$11.50

I:48/I:32 48-144/32-042 VMFA-332 MOONSET

• F/A-18D, BuNo.164967, '00', VMFA-332 Moonlighters, February 2007 (LCG/DCG)

Note: Markings supplied in both I:48 and I:32

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

Designed for: Hasegawa (I:48) & Academy (I:32) kits

Price Guide: \$11.50

I:48 48-145 COLOURFUL GRIPENS

• JAS 39A, S/No.39176 as seen during Airshow 2006 to mark the 80th Anniversary of the Swedish Air Force (LG/AMCG)

• JAS 39A, S/No.39132, as seen during the 2004 Airshow at the F17 Wing base at Ronneby, with special markings to celebrate the 60th Anniversary of F17 Wing (LG/AMCG)

• JAS 39C, S/No.39210, 500th flight hour by a JAS 39C, F17 Wing, Ronneby, 14th December 2006 (AMCG/LG)



Note: Both NATO and Swedish stencil data included

Colour Key: LG - Light Grey FS36373, AMCG - Air Mobility Command Grey FS36173

Designed for: Italeri kit

Price Guide: \$11.50

I:48 48-148 JAMMIN' JUMP JETS

• AV-8B+, BuNo.165385, VMA-513, MCAS Yuma, April 2007 (DCG/GG/DBG)

• AV-8B+, BuNo.165397, VMA-311, MCAS Yuma, April 2007 (DCG/GG/DBG)

• AV-8B+, BuNo.165582, VMA-211, MCAS Yuma, April 2007. First Harrier to drop a JDAM in combat (DCG/GG/DBG)

Colour Key: DCG - Dark Compass Grey FS36320, GG - Gunship Grey FS36118, DBG - Dark Blue/Grey FS36231

Designed for: Hasegawa kit

Price Guide: \$11.50

I:48 48-149 EIELSON'S ICE HAWKS

• A-10A, S/No.81-993, 'Spirit of Fairbanks', 343rd TFW, August 1986 (G/MG/DG)

• A-10A, S/No.81-979, 'Iron Ass', 354th Ops Group, October 2005 (LCG/DCG/GG)

• A-10A, S/No.80-238, 'Ice Hawk', 355th FS, May 2004 (LCG/DCG/GG)

• A-10A, S/No.80-220, 'Terror of the Taliban', 355th FS, May 2004 (LCG/DCG/GG)

Note: Enough markings for one Euro I scheme and one Compass Grey scheme

Colour Key: G - Green FS34102, MG - Medium Green FS34092, DG - Dark Grey FS36081, LCG - Light Compass Grey FS36375

DCG - Dark Compass Grey FS36320, GG - Gunship Grey FS36118

Designed for: AMT/Ertl, Hobby Boss, Revell or Tamiya kits

Price Guide: \$11.50

I:48 48-150 NSAFC VIPERS #2

• F-16B Block 15, BuNo.920461, previously embargoed Pakistan AF machines used for Dissimilar Air Combat Training by the NSAFC at Fallon NAS (DCG/SHB/B)

• F-16B Block 15, BuNo.920458, previously embargoed Pakistan AF machines used for Dissimilar Air Combat Training by the NSAFC at Fallon NAS (DCG/SHB/B)

• (T)F-16N, BuNo.900947, NSAFC, Fallon NAS (NG/LCG/GG)

• (T)F-16N, BuNo.920406, NSAFC, Fallon NAS (NG/LCG/GG)

Colour Key: DCG - Dark Compass Grey FS36320, SHB - Synthetic Haze Blue FS35190, B - Blue FS35109

NG - Neutral Grey FS36270, LCG - Light Compass Grey FS36375, GG - Gunship Grey FS36118

Designed for: Hasegawa or Revell-Monogram kits

Price Guide: \$11.50

I:48 48-151 SHADES OF GREY OMARS

• F/A-18B, BuNo.161924, VFC-12 'Fighting Omars', NAS Oceana (NG/LCG/GG)

• F/A-18A, BuNo.162869, VFC-12 'Fighting Omars', NAS Oceana (NG/LCG/GG)

Colour Key: NG - Neutral Grey FS36270, LCG - Light Compass Grey FS36375, GG - Gunship Grey FS36118

Designed for: Hasegawa or Revell kits

Price Guide: \$11.50

I:32 32-039 JASDF AGGRESSORS

This set of sheets allows you build any F-15 Aggressor from the Japanese Self Defense Force. The set also includes a full set of stencil data and enough serial numbers for any combination

Designed for: Tamiya (F-15C) or Revell (F-15D) kits

Price Guide: \$11.50

I:32 32-040 BAD BOY SUNDOWNERS

• F-5N, BuNo.761548, '101', VFC-III Sundowners (LG/LCG/DBG)

• F-5N, BuNo.761537, '41', VFC-III Sundowners (BG/DG/LG)

• F-5N, BuNo.761527 '44', VFC-III Sundowners (T/B/RT)

Colour Key: LG - Light Grey FS36495, LCG - Light Compass Grey FS36375, DBG - Dark Blue/Grey FS35237, BG - Blue/Grey FS33546, DG - Dark Grey FS36081, T - Tan FS30219, B - Brown FS30117, RT - Radome Tan FS33613

Designed for: Hasegawa kit

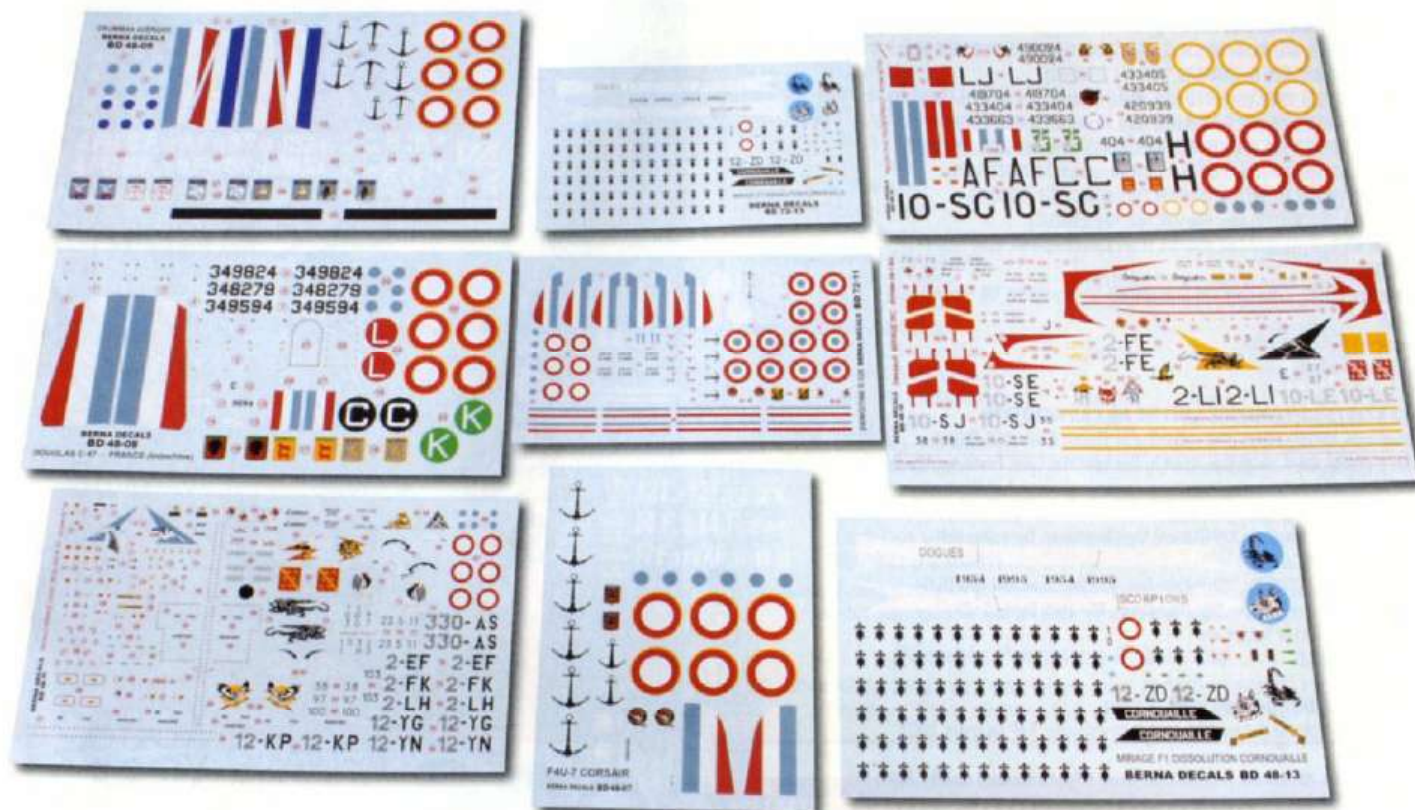
Price Guide: \$11.50

Verdict: Twojobs produce superb sheets, packed with additional information on the instructions, mainly in the form of colour photographs. Paints are identified by FS code, as well as Testors, Humbrol, Gunze-Sangyo and Xtracylix paint ranges, but not by name. They are all highly recommended to modern aviation modellers and our thanks to Twojobs Aviation Graphics for the review samples.



Berna Decals, France

Available in UK from: Hannants



I:72 BD72-II DEWOITINE D.520

- 'White A', GC III/6, flown by Cmdr Stehlin, Le Luc, June 1940 (K/DBG/BS/LBG)
- 'White B', Escadrille ACI, Aéronautique Navale, Tafaraoui, March 1941 (K/DBG/BS/LBG)
- 'Blue II', Escadrille AC2, Aéronautique Navale, Port Lyautey, 1942 (K/DBG/BS/LBG)

Colour Key: K - Khaki, DBG - Dark Blue Grey, BS - Burnt Sienna, LBG - Light Blue Grey

Designed for: Heller kit

Price Guide: £7.35

I:72 BD72-13 MIRAGE FI

This sheet allows you to make the special-marked FI of 3/12 'Cornouailles' to mark that unit's disbandment on the 22nd June 1995 (BG/G)

Colour Key: BG - Blue Grey, G - Grey

Designed for: Hasegawa or Heller kits

Price Guide: £7.35

I:48 BD48-07 CHANCE-VOUGHT F4U-7 CORSAIR

- Flottille 12F on the carrier La Fayette, Indochina, 1955 (GSB)
- Flottille 14F on the carrier Arromanches, Suez, 1956 (GSB)
- Flottille 17F based at Bizerte in 1959 (GSB)

Colour Key: GSB - Glossy Sea Blue

Designed for: Hasegawa kit

Price Guide: £7.35

I:48 BD48-08 DOUGLAS C-47

- S/No.43-9594, GT2/6 'Franche-Comté', Na San, Indochina, 1953 (OD/NG)
- S/No.43-8279, GT2/63 'Sénégal', Nam Dinh, Indochina, July 1953 (NM/B)
- S/No.43-49824, GT1/64 'Béarn', Tan Son Nhut, Indochina, 1953 (NM)

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

Designed for: kit

Price Guide: £8.70

I:48 BD48-09 GRUMMAN AVENGER

- TBM-3E, 'White 6', Flottille 4F, BAN Karouba, 1953 (GSB)
- TBM-53, 'White 12', Flottille 6F, BAN Hyères, 1958 (GSB)
- TBM-3W, 'White 11', Flottille 9F, PA Arromanches, Suez, 1956 (GSB)
- TBM-UT, 'White 18', Escadrille de Servitude 5S, probably based in Bône, Algeria, circa 1960 (GSB)
- TBM-53, 'White 4', Escadrille de Servitude 15S, Algeria, 1956 (GSB)

Colour Key: GSB - Glossy Sea Blue

Designed for: Accurate Miniatures kit

Price Guide: £8.70

I:48 BD48-10 MIRAGE III

- 2-FE, ECT02/002 'Côte d'Or', Dijon-Longvic, 1970 (NM)
- 2-LI, ECT03/002 'Alsace', Dijon-Longvic, 1967 (NM)
- 10-LE, ECT03/010 'Vexin', Dijibouti, 1978 (Y/B/LBG)
- 10-SE, ECT01/010 'Valois', Creil, 1981 (MB/A)

Colour Key: NM - Natural Metal, Y - Yellow, B - Brown, LBG - Light Blue/Grey FS36375, MB - Mirage Blue, A - Aluminium

Designed for: Heller kit

Price Guide: £10.50

I:48 BD48-11 MIRAGE 2000C

- 2000C RDM, No.3, 330-AS, EC 05/530 'Côte d'Argent', Mont-de-Marsan, 1987 (GBC/GFB)
- 2000C RDM, No.23, 2-LH, EC 2/2 'Alsace', Dijon, 1989 (GBC/GFB)
- 2000C RDI, No.100, 12-YG, EC 1/12 'Cambresis', Cambrai, 1995 (GBC/GFB)
- 2000C RDI, No.97, 12-KP, EC 2/12 'Picardie', Cambrai, 1997 (GBC/GFB)
- 2000-5F, No.38, 12-FK, EC 2/2 'Côte d'Or', Dijon, 2006 (GBC/GFB)

Colour Key: GBC - Gris Bleu Clair, GFB - Gris Fonce Bleu

Designed for: Heller kit

Price Guide: £10.50

I:48 BD48-12 REPUBLIC P-47 THUNDERBOLT

- P-47D-30-RA, S/No.44-33405, GC3/6 'Roussillon', Luxeuil, 1946 (NM)
- P-47D-30-RA, GCII/6 'Normandie-Niemen', Oran-la-Sénia, 1951-52 (NM)
- P-47D-28-RE, S/No.44-19704, GCII/10 'Cercle de Chasse de Paris', flown by Capt. Noettinger, Creil, 1950 (NM)
- P-47D-30-RA, S/No.44-33404, GCII/21 'Artois', Oran-la-Sénia, 1951-52 (NM)
- P-47D-30-RE, S/No.44-20939, EEC3/10 Dijon, 1953 (NM)
- P-47D-30-RA, S/No.44-90024, ECI/20 'Aurès-Németcha', Oran-la-Sénia, 1956 (NM)

Colour Key: Nm - Natural Metal

Designed for: Academy or Hasegawa kits

Price Guide: £9.25

I:48 BD48-13 MIRAGE FI

This sheet allows you to make the specially-marked FI of 3/12 'Cornouailles' to mark that unit's disbandment on the 22nd June 1995 (BG/G)

Colour Key: BG - Blue Grey, G - Grey

Designed for: Heller kit

Price Guide: £7.95

Verdict: As before many of the options have come from Model Art, who have an agreement with Berna. The instructions are typical in style and layout to Model Art Decal Systems, so will be familiar to many, and the decals themselves are well printed with perfect register and colour density. They can certainly be recommended to all, and our thanks to Berna Decals (XB Pro Berna) for the review samples.

new releases - decals

Latest product information for Scale Aircraft

Xtradecal, UK www.hannants.co.uk

Available from: Manufacturer

1:72 X72074 HAWKER SEA FURY FB Mk II/FB Mk 50

- FB Mk II, TF991, 110/JR, No.805 NAS, RAN, RNAS Eglinton, 1949 (EDSG/S)
- FB Mk II, WZ632, 155, No.804 NAS, 1953-54 (EDSG/S)
- FB Mk II, VX639, 136/CW, No.739 NAS, RNAS Culdrose, early 1950s (EDSG/S)
- FB Mk II, WH589, 115/NW, No.724 NAS RAN, Nowra NSW, 1961-2 (OB)
- FB Mk II, WH589, 105, No.805 NAS, RAN, Nowra NSW, late 1950s (EDSG/S)
- FB Mk II, VX688, AA-A, No.803 Sqn, RCN Dartmouth, 1950 (EDSG/S)
- FB Mk II, VW225, 117, No.871 Sqn, RCN Dartmouth, 1953 (EDSG/S)
- FB Mk 50, 10-2, No.860 Sqn, RNethN, 1947-48 (EDSG/S)
- FB Mk 50, 6-31, No.860 Sqn, RNethN, HrMs Karel Doorman, early 1950s (EDSG/S)

Colour Key: EDSG - Extra Dark Sea Grey BS640, S - Sky BS210, OB - Oxford Blue BS105

Designed for: Trumpeter kit

Price Guide: £6.95

1:72 X72075 SUPERMARINE SPITFIRE Mk I/II/PROTOTYPE

- Prototype, K5054, shown after repainting in 'French Grey', 1936 (FG)
- Mk I, P9386, QV-K, No.19 Sqn, flown by Sqn Ldr Brian Lane, Fowlmere, March 1940 (DG/DE/S)
- Mk I, N3249, QJ-P, No.92 Sqn, Biggin Hill, September 1940 (DG/DE/S)
- Mk IIa, P7840, GW-E, No.340 (French) Sqn, Turnhouse, December 1941 (DG/DE/S)
- Mk IIa, P8522, RF-W, No.303 (Polish) Sqn, Northolt, June 1941 (DG/DE/S)

Colour Key: FG - French Grey, DG - Dark Green, DE - Dark Earth, S - Sky

Designed for: Airfix or Tamiya kits

Price Guide: £6.95

1:72 X72076 RAF TORNADO UPDATE 2007

- GR.4, ZE734/JU, No.III Sqn, 90th Anniversary scheme, RAF Leuchars, 2007 (MSG)
- GR.4, ZD748, 'Shiny Two', No.2(AC) Squadron, 95th Anniversary scheme, RAF Marham, 2007 (MSG)
- GR.4, ZA469/D29, No.9 Sqn, 25th Anniversary of Tornado operations, RAF Marham, 2007 (MSG)

Colour Key: MSG - Medium Sea Grey BS381C 627

Designed for: Hasegawa kit

Price Guide: £6.95

1:48 X48059 SUPERMARINE SPITFIRE Mk I/II/PROTOTYPE

- Prototype, K5054, shown after repainting in 'French Grey', 1936 (FG)
- Mk I, P9386, QV-K, No.19 Sqn, flown by Sqn Ldr Brian Lane, Fowlmere, March 1940 (DG/DE/S)
- Mk I, N3249, QJ-P, No.92 Sqn, Biggin Hill, September 1940 (DG/DE/S)
- Mk IIa, P7840, GW-E, No.340 (French) Sqn, Turnhouse, December 1941 (DG/DE/S)
- Mk IIa, P8522, RF-W, No.303 (Polish) Sqn, Northolt, June 1941 (DG/DE/S)

Colour Key: FG - French Grey, DG - Dark Green, DE - Dark Earth, S - Sky

Designed for: Tamiya kit

Price Guide: £6.99

1:48 X48060 FAIREY CANNET

- AS Mk 4 (COD), XA466/777, HQ Flt, No.849 Sqn, RNAS Lossiemouth, 1977 (EDSG/S)
- AS Mk 1, XA457/347, No.825 Sqn, RNAS Culdrose, 1957 (EDSG/S)
- COD Mk 4, XA454/3, HMS Victorious, 1964 (BG)
- T Mk 5, XG882, HQ Flt, No.849 Sqn, RNAS Culdrose, 1964 (A/DR)

Colour Key: EDSG - Extra Dark Sea Grey BS640, S - Sky BS210, BG - Blue Grey BS633, A - Aluminium, DR - Dayglo Red

Designed for: Classic Airframes kit

Price Guide: £6.95

Verdict: This is another excellent batch of new releases from Xtradecal. They are all well printed with perfect colour density and register and each has full-colour instructions with all colours quoted by their (correct) BS references. They are all highly recommended and our thanks to Hannants for supplying the review samples.



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Airacobra
Mk.I/P-39F
1/32

SH72159
D-558-1
Skystreak
1/72

He 162A-2 Spatz
(Volksjäger)
1/32

A085
Potez 633AB2
1/72

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M112	Sky Grey	ANA607 (FS35042)	
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M135	Nato Green	(FS34087)	
M137	Camouflage Grey	M419	US Marine Corps Green
M150	WW1 Army Khaki	(FS34052)	
M301	RLM 01 Silber	M422	Forest Green (FS30117)
M302	RLM 02 Grau	M423	Dark Compass Grey
M304	RLM 04 Gelb	(FS36320)	
M305	RLM 28 Weinrot	M424	Light Compass Grey
M307	RLM 25 Hellgrun	(FS36375)	
M308	RLM 61 Dunkelbraun	M425	Green O.D. (FS34102)
M401	Olive Drab	M443	Air Superiority Blue
	ANA613 (FS34087)	(FS35450)	
M402	Medium Green	M444	Dark Grey (FS36081)
	ANA612 (FS34092)	M445	Aircraft Grey (A.D.C. Grey)
M405	Sand ANA616 (FS30279)	(FS36473)	
M407	Dark Gull Grey	M446	Gunship Grey
	ANA621 (FS36231)	(FS36118)	

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Luftwaffe Camouflage & Markings 1933-1945 Photo Archive 1

by K.A. Merrick, E.J. Creek & B. Green

Classic Publications

ISBN: 978-1-85780-275-7

Price Guide: £24.99 (\$44.95)

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

• English

• www.ianallanpublishing.com



+ This book makes a departure from the 'norm' in this series in that it is a supplementary photographic collection. The overall style and look of the title is like all others thus far in the series, but inside it is a mass of images (2 or 3 per page) with extensive captions. This coverage is broken down into type, starting with Day Fighters and working through to Training and Liaison aircraft. The final section is all about instruments and cockpit interiors, although ten pages does not make this 'extensive'. Mixed in with the photos are camouflage and marking diagrams from official Luftwaffe documents, not dissimilar to what Monogram Aviation Publications did back in the 1970s.

Verdict: This is an interesting and most useful title. It is ideal for Luftwaffe enthusiasts and modellers alike and is highly recommended to both.

RATING 10/10

SUPPLIED BY: THANKS TO IAN ALLAN PUBLISHING



Jagdgeschwader 300 'Wilde Sau'

by J-Y Lorient & R. Goyat

Eagle Editions Ltd

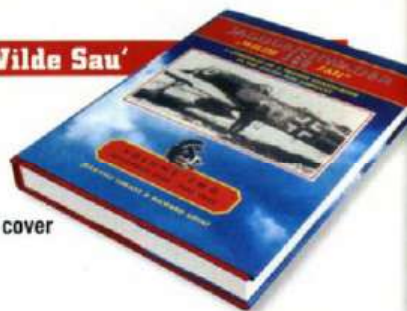
ISBN: 978-9761034-2-71

Price Guide: \$85.00

• 376-page, American A4, hardback cover

• English

• www.eagle-editions.com



+ This is an impressive tome, probably the most extensive to date on the operational career of JG300. The narrative is broken down into chronological order and covers five chapters. Throughout these chapters there is a mix of images, most never seen before, depicting the men and their machines as well as general shots of their various bases and some combat footage. There are 16 pages of colour profiles towards the middle of the title, with two profiles per page and the appendices include lists of losses, victories, Staffel colours and Gruppe symbols, the Order of Battle 7th May 1945, and the last two pages from Kurt Gabler's diary round everything off.

Verdict: This is another of Eagle Editions' high quality titles. It's not cheap, but it can certainly be highly recommended to all Luftwaffe fans.

RATING 10/10

SUPPLIED BY: THANKS TO EAGLE EDITIONS Ltd



Sukhoi Su-25 Frogfoot

by Y. Gordon

Aerofax

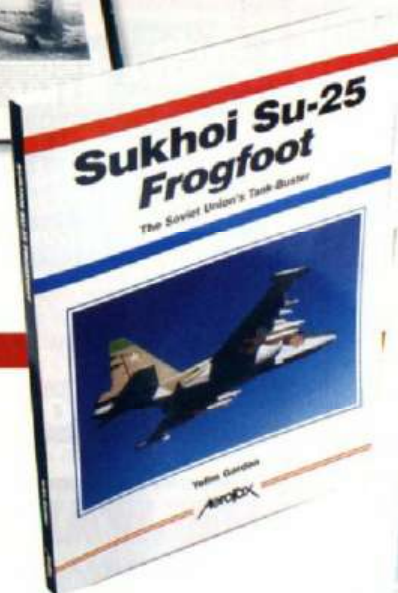
ISBN: 1-85780-254-2

Price Guide: £19.99 (\$36.95)

• 176-page, A4, laminated card cover

• English

• www.midlandcountiessuperstore.com



+ This series is long established and now part of the Ian Allan group. The title offers a concise history, a superb selection of both black and white and colour photographs and concise details of the different versions, the nations that operated them and the various squadrons. Most of the images are in colour, although a few older ones are black and white. An excellent series of walk-around shots will be of great use to the modeller, and coverage of the various modifications and test airframes will again be of interest to the modeller. A nice list of production data coupled with line-drawing side views of the various airframes and a nice selection of colour side profiles conclude the coverage.

Verdict: The series is ideal for the modeller and this new addition is no exception. Highly recommend.

RATING 9/10

SUPPLIED BY: THANKS TO IAN ALLEN PUBLICATIONS



Sukhoi Su-27

by K. Barcz

Kagero

ISBN: 978-83-60445-67-9

Price Guide: £6.99

- Topshots No.43
- 42-page, A5 landscape, laminated card cover
- English & Polish

+ This is another example of the stunning photo-reference books from Kagero packed with walk-around images of the specific subject and ideal for the modeller. Most of the images in this title seem to be of a Ukrainian example, but cover every inch both inside and out. No images of ordnance nor of the engines outside of the airframe are included, but you can obtain that information elsewhere. The book also contains a set of free masks for the canopy and wheels of the Academy 1:48 and Trumpeter 1:32 kits.

Verdict: The Su-27 is well served in our hobby and these Topshots titles are ideal for modellers, so it can be highly recommended to all Flanker fans.

RATING 10/10

SUPPLIED BY: THANKS TO KAGERO

Blackburn Skua & Roc

by M. Willis

Mushroom Model Publications

ISBN: 978-83-89450-44-9

Price Guide: £13.99

- Orange Series No.8105
- 160-page, A5, laminated card cover
- English

+ This latest release from Mushroom follows their usual style and format with a concise narrative history of the type followed by extracts and diagrams from the flight manual mixed with walk-around images of, in this instance, preserved components. The whole thing is topped off with a series of colour profiles. In this title because the types covered did not run to many variants, the narrative details their development and lists each of the sub-variants with the help of scale plans. The operational use of the types takes up the most space, but the real gem of this title is the superb selection of period black and white detail images. These show just about every inch of both Skua and Roc with illusive images such as the cockpit interior and wing fold. From pages 142 to 158 the title consists of colour profiles, with two-per-page.

Verdict: This is a very useful title that includes a wealth of information via the photographs and diagrams. It is a must for anyone interested in FAA aircraft, or those with the Special Hobby kit in their 'to do' pile'.

RATING 10/10

SUPPLIED BY: THANKS TO WWP



Finnish Air Force 1942

by K. Keskinen & K. Stenman

ISBN: 952-99743-2-0

Price Guide: €49.00

- Suomen Ilmavoimien IV
- 208-page, A4, hardback, laminated cover
- Finnish & English
- www.kolumbus.fi/kari.stenman

+ We reviewed the first and second parts of their coverage of Finnish aviation in Issues 1 & 20, well this is the fourth part and this time it deals with the 1942 period. The text is split 50/50 Finnish and English, with two columns per page (Finnish to the left and English to the right) and all photo captions are also offered in both languages. Because this title deals with only one year the historical text looks at the Finnish AF in general as a starting point, then goes on to look at the VVS (Soviet AF) at this time, then the Continuation War. The next two chapters look in detail at Aviation Regiments 4 and 1, then at the strength of the VVS on the 1st July 1942. The coverage then moves on to look at Aviation Regiments 3 and 5 and within each of these accounts the narrative goes day by day. The appendices include lists of all unit commanders, forward bases, monthly sorties, and finally a list of serviceable aircraft per unit in January, April, July, October and December 1942.

Verdict: This is another stunning work, packed to overflowing with information and images. If you are interested in the Finnish Air Force then this one is for you. UK readers can obtain this title from The Aviation Bookshop, Midland Counties and Motorbooks while all other readers can visit www.kolumbus.fi/kari.stenman for more information.

RATING 10/10

SUPPLIED BY: THANKS TO KARI STENMAN



events diary

Events announced thus far for 2008

January 20th

IPMS Bolton 8th Modelling Bonanza to be held at St. Josephs RC High School, Chorley New Road, Bolton, BL6 6HW from 10.00am to 4.30pm. For more details contact Stephen Summerfield, email: stephenssummerfield@btinternet.com.

February 2nd & 3rd

IPMS. Moorsele 10th Model Show at OC De Neerbeek, Bissegem-Kortrijk, Belgium. For more information contact P. Debaere, Wulpdammestraat 15, 8630 Veurne, Belgium, Tel: +32 58 31 73 58, Email: filsoft@pandora.be.

February 3rd

IPMS Milton Keynes, ModelKraft 2008 at Stantonbury Leisure Centre, MK14 6BN. For more information visit www.mksmc.co.uk.

February 9th

FAA Museum Model Show, RNAS Yeovilton, Ilchester, Somerset. For more details contact Jon Jefferies, Head of Marketing and Development on 01935 842638.

February 17th

IPMS Wakefield, 'Huddersfield 2008' at the Huddersfield Sports Centre, Southgate, Huddersfield, West Yorkshire HD1 1TW. For more details contact Andy Scholefield Tel: 07966 400213, Email: Andrewschofield@yahoo.co.uk

February 24th

South Cheshire Militaire at Oakley Centre, Crewe, Cheshire. For more information visit www.southcheshiremilitaire.co.uk, email show@southcheshiremilitaire.co.uk or call Phil on 01270 256880.

March 1st

Greater Peterborough Model Club, 2008 East Anglia Model Show at the Town Hall Peterborough, 10:00 till 16:00. Contact the secretary Ken Almen on 01733 321617 or Email greaterpeterboroughmodelclub@msn.com.

March 15th

North Somerset Modellers' Society 13th Annual North Somerset Model Show at Locking Castle Campus, Weston-super-Mare, BS24 7DX. For more information contact Darren Poyser on 01934 516756, Dave Perry on 01761 462864 or visit www.finetooth-systems.com/IPMSNorthSomerset/.

March 15th & 16th

Southern Expo at the Hornchurch Sports Centre, Harrow Lodge Park, Hornchurch Road, Hornchurch, Essex RM11 1ET. For more information visit <http://myweb.tiscali.co.uk/southernexpo> or email southernexpo@tiscali.co.uk.

March 16th

The Potteries Model Show at Meir Community Centre, Pickford Place, Meir, Stoke-on-Trent, ST3 7DY. For further information please contact Alan Ewart on 01782 388892 or Mick Copestake on 01782 392353 alternately email ewaal253@aol.com.

April 5th & 6th

Swedish Nationals at Skytteholmsskolan, Ankdammsgatan 14-16, Solna from 12.00-16.00 on Saturday and 10.00-16.00 on Sunday. For details and application forms, please contact the show manager Rickard Malmberg Tel: +46 70 782 65 03, Email: ipmsopen@ipmsstockholm.org, or visit www.ipmsstockholm.org/open.

April 6th

Shropshire Scale Modellers in association with RAF Cosford present the Shropshire Model Show at the RAF Museum, Cosford. For more details contact Gary Stevens, Email: gary473@btinternet.com.

April 12th & 13th

IPMS Space Coast Regional Contest (IPMS Region II), at the Elk's Lodge, 2955 Columbia Blvd, on SR 405, Titusville, FL. For competition details contact Bob Taylor, Email: BHT936@aol.com, vendors

contact Carl Weaver on 321 431 5536 (5pm to 9pm) or Email: cweaver3@cfl.rr.com, or visit the website at www.ipmsspacecoast.com.

April 19th

Poole Vikings Model Club/(IPMS) Dorset Annual Show at Parkstone Grammar School, Sopers Lane, Poole, Dorset. BH17 7EA. For more details contact Jez Thomson on 01963 32385 or e-mail poole.vikings@virgin.net.

April 25th & 26th

IPMS-North East New York presents NOREASTCON 2008 at the Schoharie Holiday Inn Express [<http://www.hospitality88.com/>], located at Route 1-88 Exit 23, Schoharie, New York. For more details contact Bill Ellis, 50 North Allen Street, 3rd Floor, Albany, NY 12203. Website: <http://www.aloder.freeyellow.com/>

May 3rd & 4th

The Illawarra Plastic Modellers' Association (IPMA), 2008 Illawarra Scale Model Expo incorporating the NSW Scale Model Competition at the Koonawarra Community Centre, Fowlers Road Dapto (South of Wollongong) N.S.W. Australia. For more information please visit <http://ipma.hobbyvista.com/> or contact Paul Boger on 0423108993 or email Paul at sea.eagle@optusnet.com.au.

May 4th

5th Modellbaufreunde Siegen Model Show at Festhalle, Wilnsdorf, Germany. For more information email info@modellbaufreunde-siegen.de or visit www.modellbaufreunde-siegen.de.

May 11th

IPMS Gloucester annual show at the Churchdown Community Centre, Churchdown, Cheltenham. For more details contact Jeff Brown, email: gundylunch@sky.com or Alan Firbank, email: afirbank@aol.com.

May 24th & 25th

Scale ACT '08 at The Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, Canberra, Australian Capital Territory (ACT), Australia. For more detailed information go to: <http://www.actsms>

West Norfolk IPMS

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in The College Of West Anglia

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For more information please contact
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asn.au or contact Mike Grieve on (+61) 2 6291 1900.

May 31st

IPMS Salisbury Annual Show at Wyvern College Sports Hall, Church Road, Laverstock, Salisbury SP1 1RE. For more details contact Peter A. James at Peter@toggie.freemove.co.uk or 01980 862403.

June 28th & 29th

Model Expo 2008 and the Australian Open Plastic and Scale Modelling Championships at the Entertainment Centre, Sandown Racecourse, Princes Highway, Springvale, Melbourne, Victoria. For details see www.modelexpo.com.au, email expoinfo@modelexpo.com.au, or telephone Ian Vale (03) 9873 4256.

July 3rd to 6th

World Expo 2008 in Girona, Spain. For more details visit www.elbaluard.net.

July 19th & 20th

Farnborough International Airshow. For more details visit www.farnborough.com or call the ticket hotline on 0870 906 3859.

August 10th

Eastern Expo Scale Model Show, West Norfolk IPMS, at Pulse8 Sports Centre in the College of West Anglia. For more details contact Abigail Brewin on 01406 371632.

September 6th

IPMS West Cornwall annual model show at St John's Hall, Alverton Street, Penzance, Cornwall TR18 2QR. For more details contact Arthur Johnson, email: ipmswestcornwall@hotmail.co.uk or call 01736 757726.

September 14th

Wings & Things 2008, IPMS Fenland & Spalding Model Club at the Grammer School, Spalding, Lincs. For more information contact Steve Abborr on 01778 347695.

November 15th & 16th

IPMS(UK) Scale Modelworld 2007 at The International Centre, Telford, Shropshire. For more details visit www.ipms-uk.co.uk.

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Letter of the Month

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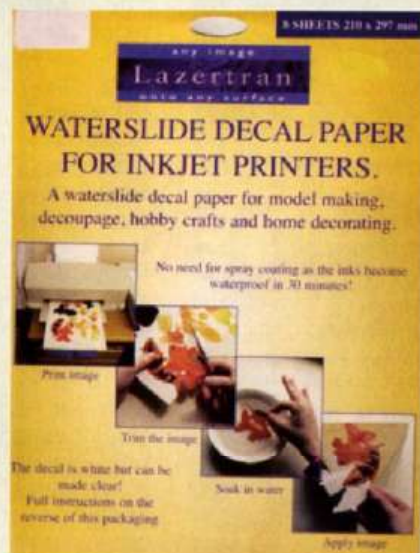
DIY DECALS

Dear Sir

I am an avid reader of your magazine, and also build rare and odd scale aircraft, mainly in 1:48. I wish to make my own decals, but cannot find any information on obtaining the software and paper to do so. I have a computer and the means to do it; do you know of a company that supplies this sort of information? At the moment I am building a Type 300 Spitfire, in 1:24 scale from an Airfix Mk I kit, which is quite interesting. Also an article in the magazine on this subject would be an interesting subject.

Thank you, **Brian J. Nery**

Editor Says: The software used to create the images needed to print decals is usually just 'illustrator' packages, such as Coral Draw etc. To find out more you need to discuss the matter with a computer software specialist, as it will all be down to your equipment spec and what you want to spend! Paper to print such images on is common nowadays (e.g. Lazertran etc.), and a call or email to someone like Little-cars.com should furnish you with the type of paper you need. Once again this is down to the type of printer you use as well as the size of the images and the colours you wish to reproduce. A quick note to all here, remember, regardless of if you only use them yourself, it is illegal to scan kit or aftermarket decals to print them yourselves and the same applies to using another person's artwork without their prior written permission. Artwork and decals are not 'free of copyright' just because they have appeared in print and such publication is not 'in the public domain' in the eyes of the law.



SIZE MATTERS!

Dear Sir,

It was with some degree of disappointment that I found the CMR Buccaneer kit was ruined by the farcically proportioned cockpit. As you can see from the enclosed photo, the seats/blast screen were of a magnitude larger. It's almost as though the parts are to 1:144? In reality the rear seat was very 'cosy' but a fabulous place to work! Also of note is the bulk of the ironmongery of the windscreen/canopy. Despite the above, an excellent model by Ian Ruscoe (See Issue 27).

There is also an unexpected error in Richard Caruna's side profiles. 'HC' is shown with an underwing slipper tank and two pylons, if the ejector triangles are taken into consideration. As we all know, the Bucc had only two hard points on each wing, one of which is taken by the fuel tank. This impression

of an extra pylon is repeated on the profiles of XV863 and XW543, otherwise all OK.
Yours sincerely,
Phil Walters

Editor Says: Thanks Phil, I must admit to being more than concerned with the proportions of the interior in the otherwise excellent CMR kit, the seats I quite agree are more akin to 1:144. Sorry to the readership for not reproducing the photo you mention, but sadly it was too small. I will discuss this further with CMR directly and let you, and our readership, know of the outcome. I have also discussed the points you have raised with Richard Caruna, he apologises for the duplication of that element of the artwork and for any confusion it may have caused. He is not 100% sure how it happened, but we keep a wary eye out to ensure it does not again!



MINOR POINT

Hi

Just like to say that I think your magazine is the best around for aircraft modelling. I have been modelling on and off for 45 years but I am still learning and every month I look forward to picking up your magazine. It really does give me inspiration to cut plastic. This month's article (Issue 28) on the P-47D was excellent. Just a minor point though, Ian Ruscoe wrote a very good piece on the Heller Hawkeye (Page 12-13), but he has reversed the main undercarriage configuration. Otherwise this was

an excellent model and one I would have been very proud of.
Keep up the good work, Richard
Peter Mitchener

Editor Says: Thanks Peter, glad to hear that you enjoy what we offer each month, as well as finding the magazine an inspiration. That is what we are all about, but it is nice to hear feedback to that effect from the readership. Sorry about the mix-up with Ian's E-2, we are all human and sometimes the deadlines of writing for publication can often lead to silly mistakes you would usually never make.



newsl ine

2 / 2008 - Latest news & information for Scale Aircraft Modellers

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

News - Just Released

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

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
Anigrand Craftworks	1:72	2076	R/PE/VF	Curtiss XP-62	£29.70	NT
Airfix	1:72	50005	IM	Avro Vulcan B Mk 2	£24.99	RE
Airfix	1:72	98670	IM	Falklands Set	£34.99	RE
Avis	1:32	32001	IM	Fokker E.V	£46.99	NT
AZ Model	1:48	48008	IM	Kayaba 'O-GO' autogiro	£24.30	NT
AZ Model	1:48	48009	IM	Kayaba Ka-I 'Ka-Go' autogiro	£24.30	NT
AZ Model	1:48	48015	IM/R	Fairey Firefly FR.1/NF.1 with ASH radar	£39.99	RE
AZ Model	1:48	48016	IM/R	F3H-2M Demon 'VF-61/VF-24'	£49.99	R
AZ Model	1:48	48017	IM/R	F3H-2M Demon 'Short Tail'	£49.99	RE
AZ Model	1:48	48019	IM/R	Fairey Firefly Mk I early version/NF Mk 2	£39.99	RE
AZ Model	1:48	48020	IM/R	Fairey Firefly Mk I later version	£39.99	RE
Azur	1:72	A085	IM/R/PE	Potez 633 French Light Bomber	£14.50	RT
Best Models	1:32	1002	IM/R/PE	Heinkel He 162 [Ex-Revell] Ltd Edition	£58.99	RT
CMR	1:72	179	R	Spitfire Mk VIII 'RAAF Special Part 1'	£26.99	NT
CMR	1:72	180	R	Spitfire Mk VIII 'RAAF Special Part 2'	£26.99	NT
CMR	1:72	5096	R	Supermarine Spitfire F Mk 21	£24.50	RE
Dragon	1:48	5553	IM/PE	Focke-Wulf Ta 154 Mistel	£29.99	RT
Eduard	1:72	2106	IM/PE	Aero L-39 Albatros 'Dual Combo'	£15.50	RE
Eduard	1:72	7073	IM/PE	Nieuport Ni-23 'Dual Combo'	£13.50	RE
Eduard	1:48	08512	IM	Luftwaffe Fighter Crew 1944	£7.50	NT
Eduard	1:48	08082	IM/PE	Albatros D.II	£13.50	RT
Hasegawa	1:72	00867	IM	Junkers Ju 88A-II 'North Africa'	£18.99	RT
Hasegawa	1:72	00868	IM	F/A-18C Hornet 'VFA-131 Wildcats'	£11.99	RE
Hasegawa	1:48	09772	IM	McDD AH-64A Apache 'Iraqi Freedom'	£19.99	RE
Hasegawa	1:48	09773	IM	Nakajima Ki-84 Hyate '22nd Flight Regiment'	£14.99	RE
Hasegawa	1:48	09774	IM	Messerschmitt Bf 109F/G 'Graf'	£13.99	RE
Hasegawa	1:48	09775	IM	LTV F-8E Crusader 'Double Nuts'	£19.99	RE
Hobby Boss	1:72	80232	IM	Hawker Typhoon Mk 1b	£3.99	NT
Hobby Boss	1:72	80241	IM	Mitsubishi AGM5 Zero	£3.99	NT
Hobby Boss	1:72	80243	IM	N.A. P-51C Mustang	£3.99	NT
Hobby Boss	1:72	80244	IM	Focke-Wulf Fw 190A-8	£3.99	NT
Hobby Boss	1:72	80245	IM	Focke-Wulf Fw 190A-6	£3.99	NT
Hobby Boss	1:72	80246	IM	Republic F-84E Thunderjet	£3.99	NT
Hobby Boss	1:72	80247	IM	Republic F-84G Thunderjet	£3.99	NT
Hobby Boss	1:48	80312	IM	N.A. FJ-4 Fury	£10.99	NT
Hobby Boss	1:48	80326	IM	Grumman F4F-3 Wildcat 'Early'	£10.99	NT
Italeri	1:72	1270	IM	Savoia-Marchetti SM.82 'Marsupiale'	£24.99	NT
Kora	1:72	72103	R	Se 103 Kranich 'Sweden'	£23.35	NT
Kora	1:72	72104	R	S4/Hansa Brandenburg 47 Swedish floatplane	£40.85	NT
Omega Models	1:72	72330	R	Focke-Wulf Fw 190 with Asch-82 engine	£39.30	NT
Omega Models	1:72	72331	R	Breguet XIX 'Belgium'	£31.20	NT
Omega Models	1:72	72332	R	Breguet XIX 'Spain'	£31.20	NT
Omega Models	1:72	72333	R	Breguet XIX 'Spain (Republican & Nationalist)'	£31.80	NT
Omega Models	1:72	72334	R	Breguet XIX 'Belgium & Turkey'	£31.80	NT
MPM	1:72	72539	IM	Douglas A-20G Havoc	£17.50	NT
Revell	1:72	04300	IM	Avro Lancaster B Mk I/III	£14.99	NT
Revell	1:72	04413	IM	Kamov Ka-58 [Ex-Zvezda]	£7.99	RE
RVHP	1:72	72202	R/VF	Learjet 35A 'UAE Navy'	£51.99	NT
RVHP	1:72	72203	R/VF	Learjet 35A 'Aeromed Air Ambulance'	£51.99	NT
RVHP	1:72	72205	R/VF	Learjet 35A/R-35A 'Brazil'	£51.99	NT
RVHP	1:72	72206	R/VF	Learjet 35A 'ADAC'	£51.99	NT
RVHP	1:72	72210	R/VF	Learjet 35A 'Switzerland'	£51.99	NT
Special Hobby	1:72	72015	IM	Lockheed Electra	£11.25	RE
Special Hobby	1:72	72159	IM	Douglas D-558-I Skystreak	£11.30	NT
Tamiya	1:72	60778	IM	Focke Wulf Fw 190D-9 'JV44'	£10.99	RE
Trumpeter	1:48	02827	IM	Hawker Sea Hawk Mk 100/101	£19.99	RT
Unicraft	1:72	7283	R/PE	Nord 500 VTOL	£29.99	NT
Valom	1:72	72025	IM/PE/R	Yak-7A	£15.25	NT
Valom	1:72	72027	IM/PE/R	Sukhoi Su-6 with MB1/82	£12.99	RT
Xtrakit	1:72	72004	IM/R	EE/BAC Canberra PR Mk 9	£16.99	NT



AZ Model #48019 Fairey Firefly Mk I early/NF Mk 2



CMR #179 Spitfire Mk VIII 'RAAF Special Part 1'



Dragon #5553 Focke-Wulf Ta 154 Mistel



Eduard #7073 Nieuport Ni-23 'Dual Combo'



Hasegawa #00867 Junkers Ju 88A-II 'North Africa'



Hobby Boss #80312 N.A. FJ-4 Fury



MPM #72539 Douglas A-20G Havoc

For all the future kit releases see the 2008 New Kit listing on our website (www.modelairplaneinternational.com).

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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
Accurate Miniatures	1:72	0122	IM	RQ-1 'Predator' UAV	¥1800	NT Jan 2008
Classic Airframes	1:48	4139	IM/R	Martin 187 Baltimore 'RAF'	£TBA	NT
Classic Airframes	1:48	4140	IM/R	Martin 187 Baltimore 'Foreign'	£TBA	NT
Dragon	1:72	2501	IM	Mi-28 Havoc	¥1400	RE
Dragon	1:72	5006	IM/PE	Heinkel He 219A-7 Uhu	¥2200	RE
Dragon	1:72	5015	IM/PE	Dornier Do 335A-12 Anteater	¥2200	RE
Dragon	1:48	5507	IM	Messerschmitt Me 262A-1a 'Jabo'	¥3800	RE
Dragon	1:48	5523	IM/PE	Messerschmitt Me262A-1a/U-4	¥3800	RE
Dragon	1:48	5524	IM/PE	Focke-Wulf Fw 190A-4 'JGI'	¥3800	RE
Eduard	1:48	1127	IM/PE	Bristol F.2B Fighter 'The Crocodile'	£24.99	RE Jan 2008
Eduard	1:48	1129	IM/R/PE	Dassault Mirage 2000C [Ex-Heller]	£29.99	RE Feb 2008
Eduard	1:48	8429	IM	Focke-Wulf Fw 190A-8 'Weekend Series'	£11.75	RE Jan 2008
Fujimi	1:144	14411	IM	Bell UH-1N Iroquois	¥800	NT
Fujimi	1:144	14412	IM	Westland Lynx	¥800	NT
Fujimi	1:72	27037	IM	Grumman E-2C Hawkeye 2000	¥2000	RE
Fujimi	1:48	32031	IM	Mitsubishi T-2 'Shark Mouth'	¥3000	RE
Gavia	1:48	016	IM/PE	Albatros D.I [Ex-Eduard D.II]	£19.70	RT Jan 2008
Hasegawa	1:72	00878	IM	Avro Lancaster B Mk I/III 'Nose Art'	¥4800	RE Feb/Mar 2008
Hasegawa	1:72	00879	IM	McDD F-4J Phantom II 'VF-102 Diamondbacks'	¥2800	RE Feb/Mar 2008
Hasegawa	1:72	00885	IM	Junkers Ju 88R-2	£19.99	RT Feb/Mar 2008
Hasegawa	1:72	E28	IM	Consolidated B-24D Liberator	£32.99	NT Jan/Feb 2008
Hasegawa	1:48	09782	IM	Mitsubishi A6M5 Model 52 'Super Ace'	¥2400	RE Feb/Mar 2008
Hasegawa	1:48	09783	IM	McDD AV-8B Harrier II Plus 'US Marine Corps'	¥2800	RE Feb/Mar 2008
Hasegawa	1:48	09784	IM	Douglas A-4B Skyhawk 'VA-15 Valions'	¥3200	RE Feb/Mar 2008
Hasegawa	1:48	09785	IM	Messerschmitt Bf 109G-6 'JG77'	¥2600	RE Feb/Mar 2008
Hasegawa	1:48	09786	IM	Grumman F-14A Tomcat 'VF-14 Tophatters CAG'	¥4800	RE Feb/Mar 2008
Hasegawa	1:48	09787	IM	McDD F-4B/N Phantom 'CVW-19 CAG'	¥3600	RE Feb/Mar 2008
Hasegawa	1:48	09781	IM	Kawasaki Ki-45 Toryu with bowser	¥4800	NT Feb/Mar 2008
Hasegawa	1:32	08179	IM	Kawasaki Ki-61-I Hien Kou/Otsu	¥4200	RT Feb/Mar 2008
Hasegawa	1:32	08181	IM	Republic P-47M '56th FG Wolf Pack'	£32.99	RT Feb/Mar 2008
Hobby Boss	1:72	80248	IM	Messerschmitt Me 262A-1a	£3.99	NT
Hobby Boss	1:72	80249	IM	Messerschmitt Me 262A-2a	£3.99	NT
Hobby Boss	1:72	80258	IM	N.A. F-86F-30 Sabre	£3.99	NT
Hobby Boss	1:72	80259	IM	N.A. F-86F-40 Sabre	£3.99	NT
Hobby Boss	1:72	87203	IM	LTV A-7D Corsair II	£11.99	RT
Hobby Boss	1:72	87204	IM	LTV A-7E Corsair II	£11.99	RT
Hobby Boss	1:72	87219	IM	McDD AH-64D Apache Long Bow	£8.99	RT
Hobby Boss	1:48	80313	IM	N.A. FJ-4B Fury	£10.99	RT
Hobby Boss	1:48	80328	IM	Grumman F4F-4 Wildcat 'Late Type'	£10.99	RT
ICM	1:72	72142	IM	MiG-29 'Swifts'	£9.99	RE
ICM	1:72	72171	IM	Mig-25PD	£TBA	NT
ICM	1:72	72301	IM	Dornier Do 215B-4	£9.99	NT
ICM	1:48	48084	IM	Soviet Air Force Pilots & Groundcrew WWII	£4.99	NT
ICM	1:48	48085	IM	Luftwaffe Ground Personnel	£4.99	NT
ICM	1:48	48091	IM	LAGG-3 Series I	£13.99	NT
ICM	1:48	48105	IM	Messerschmitt Bf 109F-4Z/Trop	£9.99	RT
Kora	1:72	72100	R/VF	Messerschmitt Me 209A-I + light tractor	£27.15	NT
Revell	1:72	04386	IM	Lockheed-Martin F-22 Raptor	£13.99	NT Feb 2008
Revell	1:72	04397	IM	Fairey Gannet AS.4	£8.99	NT May 2008
Revell	1:32	04208	IM	Piper PA-18 Super Cub	£14.99	NT Mar 2008
Roden	1:48	422	IM	Airco D.H.4	£23.00	NT
RS Models	1:72	92031	IM	Dornier Do 17K	£TBA	RT
RS Models	1:72	92030	IM	Dornier Do 17K 'Italian AF'	£TBA	RT
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South Front	1:48	48003	IM	Yak-1 'Early'	£20.50	NT
Sweet	1:144	14119	IM	IJN Aircraft Carrier Flight Deck Set	¥1000	NT
Tamiya	1:48	89754	IM	Republic P-47D with US Soldiers At Rest	¥3800	RT
Trumpeter	1:48	02834	IM	Grumman F9F-3 Panther	¥3800	RT
Trumpeter	1:32	02237	IM	Messerschmitt Me 262B-1a/UI Nachtjäger	£42.99	RT
Trumpeter	1:32	02274	IM	N.A. P-51B Mustang	£32.99	NT



Hasegawa #00878 Avro Lancaster B Mk I/III 'Nose Art'



Hasegawa #09782 Mitsubishi A6M5 Model 52 'Super Ace'



Hasegawa #09785 Messerschmitt Bf 109G-6 'JG77'



ICM #72301 Dornier Do 215B-4



ICM #48091 LAGG-3 Series I



Revell #04397 Fairey Gannet AS.4



Revell #04208 Piper PA-18 Super Cub



Roden #422 Airco D.H.4

contacts

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Issue 12 - July '06

- Rodelle 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 16 - November '06

- Hasegawa 1:48 Gates Learjet
- Trumpeter 1:48 Vickers Wellington Mk II - Part 1
- Eduard 1:48 Fokker E.V (D.VIII)
- Canadian Sabre in RAF Service by Richard J. Caruana
- Kopron 1:48 Sukhoi Su-26M-4

» and more...



Issue 20 - March '07

- Revell 1:72 Focke-Wulf Fw 200C
- Trumpeter 1:48 Westland Wyvern
- Avro Manchester by Richard J. Caruana
- Classic Airframes 1:48 E.E. Canberra TT Mk 18

» and more...



Issue 24 - July '07

- Roden 1:32 Albatros D.III
- Hasegawa 1:32 Sabre Mk 6
- Tamiya 1:48 F-16CJ
- Classic Airframes 1:48 V.S. Attacker
- Trumpeter 1:72 Gannet T Mk 2
- Paula Models 1:72 Gladiator

» and more...



Issue 28 - November '07

- Special Hobby 1:32 Type N
- Trumpeter 1:32 P-47D
- CMR 1:72 Spitfire Mk IX (early)
- Hasegawa 1:72 Saab J 35J Draken
- Dragon 1:48 He 162D
- Heller 1:144 E-3C Hawkeye

» and more...



Issue 9 - April '06

- Vintage Fighter Series 1:24 Curtiss P-40
- Eduard 1:48 Neuport 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 13 - August '06

- Academy 1:48 Sikorsky OH-53C Super Stallion
- Eduard 1:48 Fokker D.VII
- Academy 1:72 LTV F-8E Crusader
- Grumman F6F Hellcat by Richard J. Caruana
- Tamiya 1:48 He 162A-2

» 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-39/P-400 Arcadia by Richard J. Caruana
- Tamiya 1:32 Mitsubishi A6M5 Zero

» and more...



Issue 21 - April '07

- Azur 1:48 Potez 631
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- Techniques Guide - Canopies
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- Hasegawa 1:48 A-7H Corsair II

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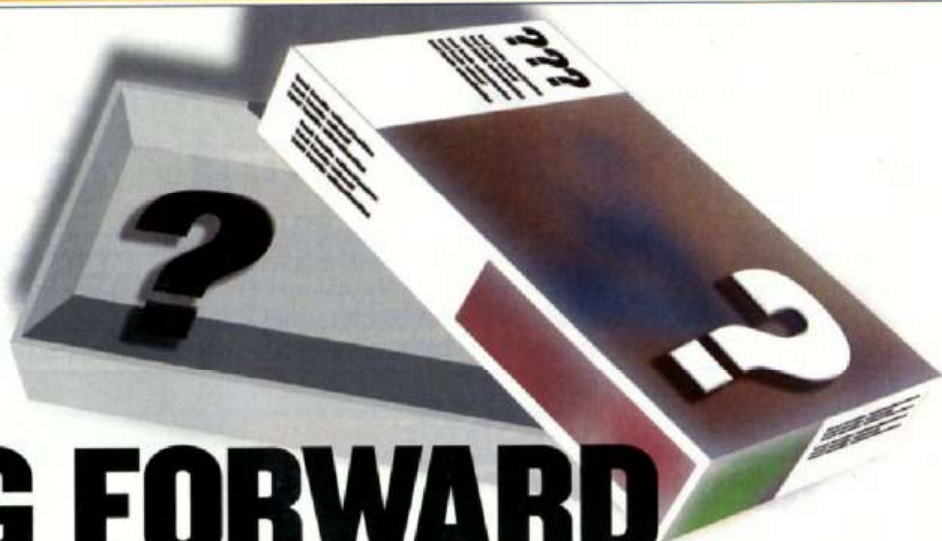
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last word



LOOKING FORWARD TO 2008

It may only be early January, but the release schedules for 2008 are already shaping up, and what a year it will be for aircraft modellers!

As I write this, 2007 is drawing to a close and most of my thoughts are with what 2008 will bring. Since launching Model Airplane International we have seen a real boom in kit production. This has not been restricted to one scale, and we have seen the growth of a neglected scale (1:32), as well as production in one I personally would never have expected (1:24). Looking back over the last 12 months it is obvious that China is the place for kit production, which is no surprise as 60% of the world's toys are made in China today! Apart from limited-run products from the Czech Republic and a few firms that choose not to, most models we see today originate from China and the Far East. In the last 12 months we have seen some fantastic products, and for modellers specialising in British aircraft, especially post-war, it has been a real boom. CMR have kept Spitfire fans happy with their range of superb 1:72 kits, Hasegawa has given us the 1:72 Marauder and the 1:32 P-47D & Ki-61, Tamiya has brought us the 1:48 F-16CJ and the F-156 (although the latter is not on general release as I write this). Trumpeter have probably been the busiest with their 1:48 Sea Hawks and 1:32 P-47s, to name put a few, and Eduard have brought us the gorgeous B.534 and Bf 110s in 1:48. We have also had a few exotics in the shape of the AeroTech 1:32 D.H.88 and Fisher 1:32 Sea Fury. All in all 2007 has been an excellent year and it has been concluded with the release of Revell's stunning 1:72 Lancaster - who would have put money on TWO 1:72 Lancasters in as many years!

Well, what will 2008 bring? There are, as always, a number of products announced last year that are still not out, so these will hopefully appear in 2008. We have to see what Hornby achieve with the Airfix 1:48 Canberra, as this is probably the first true product they have done from concept to reality. The Airfix 1:72 Nimrod will be popular, but like the TSR.2 is not a true 100% Hornby-originated product. It will also be limited-edition, so some may be unable to get one. Revell have their 1:72 Gannet & F-22 along with the 1:32 Piper Cub still to come in

2008, and we can only hope they will make a few additional announcements for 2008 as well as reissuing a good number of existing toolings. What is due from the Far East, well we will have to wait until the German Toy Fair in February to find out, but I am pretty sure there will be a number of new items announced, plus a few that won't initially! China will also produce another huge number of products this year, with Trumpeter and Hobby Boss to the fore. I, for one, can only hope someone decides to look at British WWII medium bombers in 1:72 and 1:48, as the Trumpeter Wimpy was a real delight offered in both scales. The heavies too would be nice, but to be realistic, I suspect these will be restricted to 1:72. A Halifax would be most welcome, as would a Stirling and Sunderland, as the existing alternatives are all getting a bit long in the tooth!

STOP PRESS - As I close this edition, news has filtered through confirming the SAAB Draken in 1:48 from Hasegawa, a brand-new 1:48 D.H. Mosquito and 1:32 (yes 1:32) Junkers Ju 88A-1/A-4 from Revell and last but not means

least, Airfix have made a lot of us happy (me included) with the announcement of the TSR.2 in 1:48 and, wait for it, after 30 years in the making, confirmation of the D.H. Mosquito in 1:24... Wow!

2007 certainly was a great year, with lots of new products to keep the pages of Model Airplane International full and our contributors busy, but 2008 is already shaping up to be even better and long may it continue.

Richard A. Franks
Editor - Model Airplane International

THINGS TO DO...

2008's season kicks off with the IPMS Bolton 8th Modelling Bonanza at St. Josephs RC High School, Chorley New Road, Bolton on January 20th. This is the only show before our next edition on the 24th, so for more details contact Stephen Summerfield via email at stephensummerfield@btinternet.com.

EDITOR'S CHOICE

Starting Point

Some of you may be considering purchasing an airbrush and would like a compressor to go with it, so this new entry-level set is wellworth considering. The set comprises a dual-action airbrush, vinyl hose, air regulator, compressor, respirator and a can of Foaming Airbrush Cleaner and Liquid Reamer all for £120.00. That is a real bargain, as the compressor alone has a retail price of £110, so you are getting a lot for £10 more! You can update the airbrush to an Iwata example at extra cost, and Little-Cars.com will be able to discuss individual requirements and prices if you contact them directly by calling 01234 711980 or emailing sales@little-cars.com. This is a great way to start airbrushing, and you can update bit by bit over time as you become more confident with their use.



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1002 JU-87B Stuka-34
1/4" wing span (87cm)



1004 F4U-4 Corsair
30 3/4" wing span (78.10cm)

2000 Series

P-38 Lightning

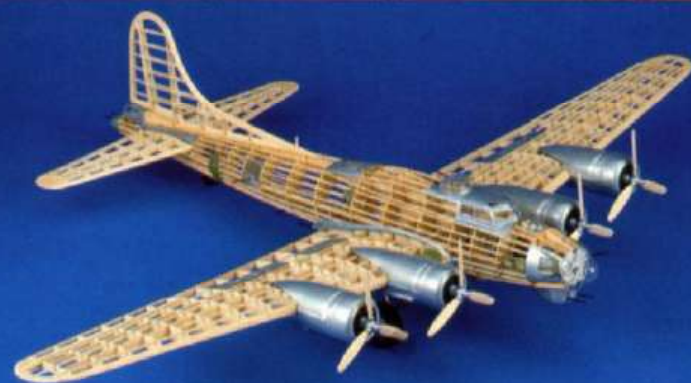
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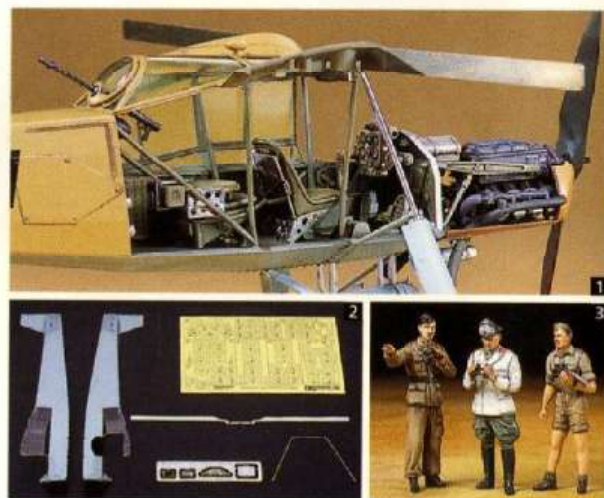
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1/48 FIESELER Fi156C STORCH

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